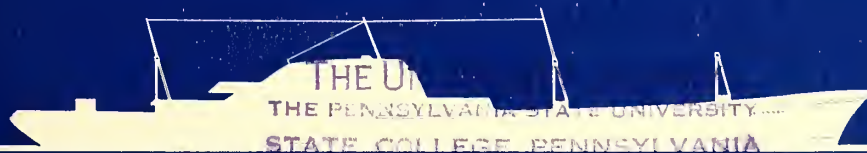


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The Handbook of
**MERCHANT
SHIPPING
STATISTICS**

THROUGH

1958



U.S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION

7-30-58

The Handbook of

MERCHANT SHIPPING STATISTICS

THROUGH 1958

THE UNIVERSITY OF
THE UNIVERSITY OF
UNIVERSITY OF PENNSYLVANIA

U. S. DEPARTMENT OF COMMERCE
Frederick H. Mueller, Secretary

MARITIME ADMINISTRATION
Clarence G. Morse, Administrator

Prepared by
Statistics and Special Studies Office

NOTE

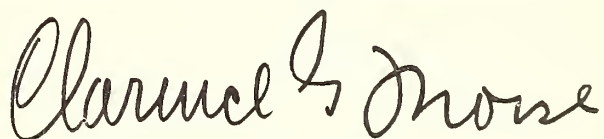
All statistics in this book, unless otherwise stated, are based on oceangoing ships of 1,000 gross tons and over excluding special types such as icebreakers, cable ships, etc., ships operating on the Great Lakes and merchant ships owned by any military force.

FOREWORD

Statistics have the unfortunate reputation of being hard to understand. In reality they are the tools which render great masses of heterogeneous facts comprehensible and manageable. The neat rows of figures that you will find in this handbook represent thousands of individual ships - luxury liners, world-wondering tramps, busy freighters, deep-laden tankers - ships of many sizes, shapes, and flags. They represent the cargoes those ships carry - ores and laces, clothing, food, machinery. They represent the men who man the ships and those whose livelihood is affected by their activity. These statistics, in fact, are the essence of the waterborne trade on which so much of our lives directly and indirectly depend.

By careful and painstaking labor the staff of the Office of Statistics and Special Studies condense these myriad kaleidoscopic bits and pieces into figures which can be added, subtracted, analysed, compared; from which we can observe trends, make predictions, draw conclusions, chart our plans for the future. When the plans are made and actions taken to carry them out, the figures become once again ships and cargoes and people.

Tools such as these statistics are useful not only to the government offices which gather and use them, but to the individuals, companies, and associations who are in any way concerned with the merchant marine. We have made some of this information available previously in fragmented form. Now in order to make it more readily useable, we are bringing together in one handbook a comprehensive collection of statistics on the United States and world merchant fleets. It is our plan to keep these tables up to date by an annual supplement. Undoubtedly there are gaps, and our hope will be to expand this compilation in accordance with the suggestions and criticisms which we hope users of this booklet will submit to us.

A handwritten signature in dark ink, reading "Clarence G. Morse". The script is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Clarence G. Morse
Maritime Administrator and
Chairman, Federal Maritime Board



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PREFACE

World seaborne commerce and the ships to accommodate it have expanded substantially since World War II. Total loadings of commodities and goods on ships engaged in international seaborne trade increased from an estimated 482 million long tons in 1948 to about 945 million tons in 1957.* In contrast, the cargo tonnage loadings in 1938 (462 million tons) were the same as the loadings in 1929.

During the past decade, loadings increased from all the major areas of the world, with the greatest rise noted for the Asian continent. In large measure, this is due primarily to the further discovery and increased production of oil in the Middle East spurred by the world's expanding requirements for this energy fuel. The largest cargo movements from the latter area were to European countries whose requirements for petroleum products increased enormously since the war. Even the United States, a primary producer of crude petroleum, imported 20 million tons in 1958 from the Middle East as compared with 3 million tons in 1948 and none in 1938.

The trend of world seaborne trade, which has almost doubled in the past 10 years, has had a relatively steady rise. This was accomplished despite a number of adverse political, economic and social influences that were at work during this period and which affected the world shipping situation. The flow of relief and aid cargoes from the United States immediately after the war required substantial numbers of ships to move urgently needed supplies to Europe and other war torn areas. Adverse terms of trade in many countries throughout the world seriously affected their gold and dollar reserves, lending to currency devaluations and the imposition of various forms of financial controls and trade restrictions. As a result, normal channels of trade were distorted. Political factors such as the Arab-Israeli Conflict of 1948-1949, the Korean Incident of 1950-1953, the closing of the Suez Canal in 1956, and the continued disturbances created by a rising tide of nationalism in former colonial areas throughout the world have influenced the volume and direction of world trade. Social factors involving an upsurge in the growth of populations and the migrations of peoples, caused by political and economic circumstances, were and are important influences which affect the volume of trade between countries.

Although the quantum of world trade increased each year during the past decade, as did the number and tonnage of ships, the demand/supply factor for shipping was frequently unbalanced. Wars and warlike incidents, for example, create an enormous demand for shipping. Orders for new ships tend to increase sharply. But, too often the causes for the expanding supply of ships, have disappeared or become relatively innocuous before the ships have been delivered. Consequently, when demand for tonnage is declining, ships delivered from construction create an oversupply, thus depressing tonnage rates still further to a point where, in many instances, they are less than compensatory. The closing of the Suez Canal in 1956 is an excellent example of suddenly rising demand, feverish ship construction programs, a subsequent overtonnage supply of ships and a stagnant charter market. As a result, for the last two years world shipping has been experiencing one of the worst depressions in the history of the tanker trades. Approximately 8 million tons of tankers, out of some 56 million deadweight tons in being, were laid up for want of

*1958 estimates are not available

cargoes during the second quarter of 1959. Dry cargo shipping is also affected; about 7 million deadweight tons of freighters operating in the tramp trades are laid up and charter rates for such cargoes as may be available have depreciated to a breakeven level or less. Yet on December 31, there were about 31 million deadweight tons of tankers and oil/ore combination ships and 11 million tons of freighters on order or under construction. It is an anomalous situation with uncomfortable implications for ship owners and operators.

An examination of the ship construction and merchant fleet tables contained in this handbook will indicate the extent to which political crises and the outbreak of hostilities in various parts of the world have affected the quantum of world shipping.

It should be noted that although the relative increase of 68 percent in the tonnage of the world fleet (excluding United States flag ships laid up at reserve fleet sites) during the last ten years was not as large as the rise in the volume of world trade (96 percent), the fleet apparently was adequate to carry the world's commercial shipments during that period. Ships entering the fleet from new construction were on average, larger, faster, and more flexible and efficient than they were prior to and immediately subsequent to World War II.

Increasing requirements for ferrous and non-ferrous ores by the important industrial regions of the world and the longer ocean hauls involved in the carriage of such raw materials led to the design and construction of specialized ore carriers ranging up to 60,000 deadweight tons in size. The closing of the Suez Canal in 1956, requiring an additional 5,000 miles on each leg of the voyage around the Cape of Good Hope between the Persian Gulf and European ports, and the insatiable demands of the world's economies for oil as an energy fuel were instrumental in creating the need for the "giant tanker" of 65,000 deadweight tons and over, including several of more than 100,000 deadweight tons. Operators have found that labor and other operating costs are more advantageous for the larger ships than for the warbuilt "T-2" type of 16,600 deadweight tons and even those of somewhat larger size.

Another special type is the ore/oil combination ship, the largest of which are over 50,000 deadweight tons, designed to carry ore inbound and petroleum products outbound or vice versa, depending upon the area of the world in which the ship is operated, thus overcoming the handicap of sailing in ballast during one leg of a voyage. Other types are garage ships for the movement of small automobiles--manufactured principally in Europe--which in recent years have been an important foreign trade asset, and trailer, container, roll-on/roll-off and lift-on/lift-off ships designed for fast turnaround and to cut costly loading and discharging operations. Even the conventional type ships are larger and faster. Tramp ships of 15,000 deadweight tons of 14-15 knots speed are in operation to serve more efficiently the rising bulk cargo movements, such as coal, grain, and ores. Freighters of 13,000 deadweight tons and 20 knots speed operating on scheduled services are no longer uncommon, and may be the prototypes or forerunners of this type of ship.

In the summer of 1959, the NS SAVANNAH, the first commercial type ship driven by nuclear propulsion, was launched in the United States. This vessel will offer an opportunity to investigate the economic possibilities of nuclear power for ship propulsion in commercial service.

In connection with the growth of the world merchant fleet, it should be noted that a number of countries other than those of the traditional maritime nations have acquired merchant fleets of their own. Some of these countries did not exist as separate entities prior to World War II; others lost their identity; still others, such as Panama and Liberia, because of favorable maritime laws and other advantages to shipowners drew ships from other registries to their own. A number of countries acquired ships under their flags for economic purposes; others did the same thing for purposes of national prestige. In all there are, since World War II, 25 countries which, as sovereign nations, for the first time have merchant marines registered under their own flags. They comprise about 9 percent of the total number of ocean-going vessels of 1,000 gross tons and over, and almost 13 percent of the total deadweight tonnage.

United States participation in the world's seaborne commerce has increased steadily. Its relative share of the latter trade rose from 8 percent in 1938 to 12.5 percent in 1948, when the Marshall Plan was given effect, and to 15.4 percent in 1957.

Emerging from World War II as a dominant economic power, the United States contributed enormously to the rehabilitation of world trade and international shipping in the postwar years. From the end of the war to the present time, this Government distributed about \$69 billion in goods and services, including military supplies and assistance to foreign nations.

It was through the sales of prewar and warbuilt ships, principally the latter, that many allied fleets and those of neutral nations were able to acquire the tonnage with which to rehabilitate their merchant marines so as to participate not only in their own domestic and international seaborne trades, but to resume their traditional functions of carrying the goods and commodities of other countries. The sale of 1,113 ships of all types, totaling about 12 million deadweight tons, and of over 3 million tons of prewar ships was a powerful stimulant to the economies of the nations which acquire them.

Substantial changes have occurred in the direction and content of American foreign trade which account in part for its increased tonnage movements. No longer a self-sufficient nation, if it ever was one, the United States is importing on an ever-increasing scale non-metallic raw materials, ores, and petroleum products which formerly it produced in quantities often sufficient for the support of its economy.

Iron ore imports, for example, averaged about 2 million tons or less in the prewar period. In 1958, iron ore imports amounted to 27.5 million tons (they were 6 million tons higher in 1957) and estimates indicate they may reach about 68 million tons by 1970, principally from Canada, South America,

and Africa. Rising tonnage imports of bauxite, manganese, chrome (1.3 million long tons in 1938 and 11.2 million tons in 1958), among other ores, are also required to support our industrial economy. Tanker imports, which amounted to only 9 million tons in 1938, have increased to 95 million tons in 1958, despite the Government's restrictions upon receipts of petroleum products.

On the other hand, exports of United States bulk commodities, principally coal and grain, have also increased; the former because European and other regions' requirements for coal were not being supplied by British and European mines as they had been before the war when this commodity was one of their important foreign trade assets. American coal exports overseas in 1938 amounted to little more than one million tons; in 1958 they totaled almost 35 million tons. Shipments of grains stimulated by this country's aid programs rose from 4.5 million tons in 1938 to 7 million tons in 1948 and 18 million tons in 1958.

United States shipping, however, has not kept pace with the growth of its overseas trade. From a total of 986 ships of 11.2 million deadweight tons operating in foreign trade at the end of 1948, American flag ships declined in number and tonnage to 540 vessels of 6 million tons on December 31, 1958. These ships, which carried 53 percent of United States foreign trade in 1948, now carry less than 12 percent, the smallest share for any period in the last 38 years. Higher costs of ship construction in the United States and increased labor and other operating expenses, due to the higher living standards in this country, are among the principal reasons why operators of the United States flag ships find it difficult to compete with foreign flag ships in the overseas movement of its foreign commerce. Another is the fact that there are approximately 6 times more foreign flag dry cargo ships than American flag vessels entering and clearing United States ports in the foreign trade of this country.

Unlike the rapid growth which the fleets of the principal maritime nations have experienced during the postwar period, the American merchant marine has remained relatively static. Larger, faster, and more efficient ships of the most modern design and construction are replacing United States warbuilt tonnage in specified categories, but on a one-for-one or lesser basis. This is particularly true of dry cargo ships operating on regular services in overseas trades and of tankers in the domestic and foreign trades of the United States. On the other hand, United States flag ships in the tramp trades and in the coastal trades are not being replaced due to high construction and operating costs, compared with foreign-built and operated tonnage. Domestic shipping has been declining for many years due to numerous factors, among the most important of which is the decreasing return on capital investment resulting from the rising costs of ship operation in relation to the rates which operators are able to obtain in competition with railroads and motor carriers. Under these circumstances, ship replacements have not been encouraging. The Department of Commerce and the Congress are cognizant of this problem and are undertaking studies seeking the means to its solution.

The information contained in this handbook is concerned with the factual aspects of world shipping and shipbuilding. In particular, it presents the available statistics of the structure of the American merchant marine and the part it plays not only in United States domestic and foreign trade but in world shipping as a whole.

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GENERAL

HISTORICAL EVENTS AFFECTING SHIPPING

Year	Date	Event
1936	June 29	Merchant Marine Act of 1936.
1937	Oct. 21	Initiation of long-range construction program by the United States Maritime Commission with the signing of the contract for the construction of the SS AMERICA.
1939	Sept. 1	Hitler starts hostilities. Poland is invaded. Danzig annexed to Germany.
1939	Sept. 3	Great Britain declares war on Germany.
1939	Sept. 4	France joins England in declaring war on Germany.
1939	Sept. 18	United States closes its waters to belligerent submarines.
1939	Nov. 2	Embargo repeal is passed by the Congress of the United States.
1939	Nov. 4	President Roosevelt forbids United States ships to enter western European, Baltic and North Sea waters. (Neutrality Act)
1940	June 10	Italy declares war; invades France.
1940	June 22	France and Germany sign surrender.
1941	Feb. 6	Joint Resolution: Emergency Cargo Ship Construction (PI 5) - Liberty Ship Program.
1941	Mar. 1	Effective date of transfer to Interstate Commerce Commission over water carriers engaged in interstate commerce.
1941	Mar. 11	President Roosevelt signs Lend-Lease Bill.
1941	May 27	President Roosevelt proclaims unlimited emergency.
1941	June 6	Congress authorized acquisition by United States of title to or use of domestic or foreign merchant ships.
1941	July 14	Congress passed Ship Warrants Act. (PL 173)
1941	Oct. 16	House of Representatives votes to arm American Merchant Marine.
1941	Dec. 7	Japan attacks Pearl Harbor.
1941	Dec. 8	Congress of the United States votes war; Britain declares war on Japan.
1941	Dec. 31	First Liberty-type ship, PATRICK HENRY, delivered.
1942	Feb. 7	Executive Order (9054) established War Shipping Administration.
1942	June 30	Subsidy payments for operating subsidy terminated.
1944	Jan. 12	First Victory-type ship, UNITED VICTORY, launched.
1944	Aug. 5	United Maritime Authority established.
1945	May 7	Germany surrenders unconditionally.
1945	Aug. 14	Japan accepts surrender terms; war ends.
1946	Mar. 8	Merchant Ship Sales Act, 1946, passed.
1946	Sept. 1	War Shipping Administration terminated.
1947	Jan. 1	Operating subsidies resumed for 12 lines holding suspended contracts.

HISTORICAL EVENTS AFFECTING SHIPPING--Continued

Year	Date	Event
1947	May 22	Greek-Turkey Aid Bill passed by Congress authorized \$400,000,000 to furnish aid to Greece and Turkey.
1947	June 30	All but 10 of the approximately 900 requisitioned vessels in government service had been returned to their owners.
1947	June 30	Government owned ships, which were operating under General Agency Agreement, were withdrawn from Domestic Service.
1948	Mar. 1	Expiration of authority to sell war-built ships foreign under the Ship Sales Act, 1946.
1948	April 2	Foreign Assistance Act passed by Congress - Marshall Plan.
1948	April 16	Organization for European Economic Co-Operation.
1949	Sept. 18	British pound devalued from \$4.03 to \$2.80.
1949	Oct. 6	Approval by Congress of United States for 50-50 cargo legislation. (PL 664)
1950	May 24	Establishment of the Maritime Administration and the Maritime Board.
1950	May -	Establishment of the Planning Board for Ocean Shipping, North Atlantic Treaty Organization.
1950	June 25	Republic of Korea invaded.
1950	July 14	Secretary of Commerce made public a text of a letter to Acting Administrator of the Maritime Administration which set forth policy of the Department of Commerce towards sales and transfers to foreign registry of privately owned vessels.
1950	Dec. 16	President of the United States declared a national emergency.
1951	Jan. 1	Congress of the United States appropriated monies for construction of the Mariner-type.
1951	Mar. 13	Establishment of the National Shipping Authority.
1952	Feb. 29	First Mariner-type, KEYSTONE MARINER, launched.
1953	July 27	Korean Armistice.
1956	July 26	Egypt seized Suez Canal. Canal nationalized.
1956	July 30	United States Congress authorized construction of a nuclear-powered merchant ship for operation in foreign commerce of the United States.
1956	Sept. 14	Egypt took over full operation of the Canal.
1956	Oct. 29	Israel invaded Egypt.
1956	Oct. 31	Britain and France attacked Egypt.
1956	Oct. 31	Suez Canal closed.
1957	April 8	Suez Canal opened for all ships adapted to 34 foot draft.
1957	Nov. 15	Contract entered into with the New York Shipbuilding Corporation for the construction of the NS SAVANNAH.
1958	May 22	Keel laid for the construction of the NS SAVANNAH.

SHIP TONNAGE AND MEASUREMENT TERMS EXPLAINED

Every floating body will displace its own weight of water. Sea or salt water weighs approximately 64 pounds per cubic foot. If we find the number of cubic feet of that portion of a floating ship which is under water it is a simple matter to determine the ship's displacement.

Since salt water weighs approximately 64 pounds per cubic foot the total number of cubic feet represented by the under water portion of the ship multiplied by 64 represents the total number of pounds of water displaced by the ship.

If the total number of cubic feet of the under water portion of the ship is divided by 35 it will give the number of tons of water displaced, since 35 cubic feet equals one ton or 35 times 64 pounds equals 2240 pounds.

Let us assume that a ship is afloat in a quiet body of water. The water freezes and becomes a solid mass of ice*. The ship is lifted out of the ice. The cavity in the ice then represents the form of the under water portion of the ship. We then fill this cavity with water to the level of the surface of the ice. The water is pumped out of the cavity and placed on one side of a scale, the ship is placed on the opposite side of the scale. The scale will then balance.

Now to prove this, if the water on the scale which balances the weight of the ship is again poured into the cavity in the ice and we proceed to put the ship back into the cavity the water in the cavity is forced aside or displaced until the ship occupies the entire space in the cavity, at which time it will have displaced all of the water which we previously found equalled the weight of the ship.

DISPLACEMENT, LIGHT - The weight of the ship excluding cargo, passengers, fuel, water, stores, dunnage and such other items which are necessary for use on a voyage.

DISPLACEMENT, LOADED - The weight of the ship including cargo, passengers, fuel, water, stores, dunnage and such other items necessary for use on a voyage, which brings the vessel down to her maximum draft.

DEADWEIGHT TONS - The carrying capacity of a ship in tons of 2240 pounds. The difference between the displacement light and the displacement loaded. As an illustration, a ship with a light displacement of 4,000 tons has a draft of 9 ft; at this displacement (4,000 tons and draft of 9 ft.) her deadweight is zero. Her loaded displacement would amount to 15,000 tons and she would have a draft for this loaded displacement of 30 ft. Therefore her deadweight would be the difference between the light and loaded displacement or a carrying capacity of 11,000 tons.

CARGO DEADWEIGHT TONS - The number of tons (2240 pounds per ton) which remain after deducting fuel, water, stores, dunnage and such other items necessary for use on a voyage from the deadweight of the vessel. As an illustration, a vessel of 11,000 tons deadweight taken aboard fuel, water, stores, dunnage and such other items necessary for a voyage amounting to 1200 tons, the cargo deadweight available will then amount to 9800 tons. The cargo deadweight varies according to the weight of the last named items. In other words, for a long voyage fuel may be carried for a round trip and the quantity of stores proportionally increased, which would reduce the figure for the cargo deadweight tons by a like amount.

* For the purpose of this illustration the expansion of the ice is ignored.

GROSS TONS - The entire internal cubic capacity of the ship expressed in tons of, 100 cubic feet to the ton, except certain spaces which are exempted such as:

Peak and other tanks for water ballast	Anchor gear
Open forecastle bridge and poop	Steering gear
Excess of hatchways	Wheel house
Certain light and air spaces	Galley
Domes and Skylights	Cabins for passengers
Condenser	(when on decks not to hull)
and other items*	

NET TONS - The tonnage of a ship remaining after certain deductions have been made from the gross tonnage expressed in tons of 100 cubic feet to the ton. Among the deductions are:

Crew spaces	Donkey engine and boiler
Master's cabin	Shaft trunks
Navigation spaces	Percentage of propelling machinery space.
and other items*	

REGISTER TONS - Register tonnage is applicable to both gross and net, in other words it can be expressed as gross register tonnage or net register tonnage. However, as a general rule it is ordinarily used with reference to net tonnage.

POWER TONS - This is used to classify the ship for the purpose of establishing the rates of pay of the ship's officers and is calculated by adding together the gross tonnage and the indicated horsepower of the ship. The result is power tonnage.

GRAIN CUBIC - The maximum space available for cargo measured in cubic feet, the measurements being taken to the inside of the shell plating of the ship or to the outside of the frames and to the top of the beams or under side of deck plating. In other words, if a bulk cargo was loaded such as grain it would flow in between the frames and beams and occupy the maximum space available.

BALE CUBIC - The space available for cargo measured in cubic feet to the inside of the cargo battens, on the frames, and to the underside of the beams. In a general cargo of mixed commodities the bale cubic applies. The stowage of the mixed cargo comes in contact with the cargo battens and as a general rule does not extend to the skin of the ship. From figures taken from an actual ship the grain cubic amounts to 641,000 cubic feet and the bale cubic amounts to 470,000 cubic feet.

CARGO STOWAGE FACTOR - The bale cubic divided by the cargo deadweight equals the stowage factor. In other words, a ship with a bale cubic of 570,000 cubic feet and a cargo deadweight of 9800 tons would have a stowage factor of about 58 cubic feet.

* As enumerated in "Measurement of Vessels" published by the Department of Commerce, Bureau of Navigation.

SELECTED CHARACTERISTICS OF SPECIFIED SHIPS DELIVERED UNDER THE
UNITED STATES MARITIME COMMISSION AND THE MARITIME ADMINISTRATION CONSTRUCTION PROGRAMS
COMPILED AS OF DECEMBER 31, 1958

(These characteristics should be used for reference purposes only since they are based on an individual ship of each design and do not take into consideration variations which occur in vessels of similar designs.)

Design	Type	Length O.A.	Beam Max. Molded	Draft Load Molded	Engines	Speed (Knots)	Dead- weight Tons	Gross Tons	Net Tons	Bale Cubic (000)	Refrig.. (Cu. Ft.)
C1-A 1/ C1-A 2/ C1-B 2/ C1-B 4/ C1-M-AV1 C1-M-AV8 C1-M-BU1	Cargo " " " Coastal " " "	412'3" 412'3" 417'9" 417'9" 338'8 3/8" 338'8 3/8" 317'10"	60'0" 60'0" 60'0" 60'0" 50'0" 50'0" 48'0"	23'6" 23'6" 27'6" 27'6" 21'0" 21'0" 18'0"	Turbine Diesel Turbine Diesel " " "	14 14 14 14 10 1/2 10 1/2 12	7,416 7,416 9,104 8,932 5,010 5,010 3,787	5,094 5,105 6,711 6,711 3,805 3,805 3,133	2,856 2,850 3,931 3,979 2,123 2,123 1,918	436 446 456 457 228 228 -	- - - - 9,830 9,830 -
C2 5/ C2 6/ C2 F/ C2 S C2-S-AJ1 C2-S-AJ2 C2-S-AJ5 C2-S-A1 C2-S-B1 C2-S-E1 C2-SU C2-S1-AJ4 C2-S1-DQ2 Mississippi Shipping	Cargo " " " " " " " " " " " Pass. and Cargo " " " "	459'2 1/2" 459'2 1/2" 459'2 1/2" 479'8" 459'6 1/2" 459'6 1/2" 459'6 1/2" 420'0" 459'2 1/2" 468'8 1/2" 474'1 1/2" 459'6 1/2" 459'6 1/2" 491'0"	63'0" 63'0" 63'0" 66'0" 63'1" 63'1" 63'1" 60'0" 63'0" 63'0" 63'0" 63'1" 63'1" 65'6"	25'9" 25'9" 25'9" 27'1 1/2" 27'7 3/8" 27'7 3/8" 27'7 3/8" 27'6" 27'7" 25'9" 25'9" 26'6" 27'7 3/8" 25'9" 25'6"	Diesel Turbine " " " " " " " " " Diesel Turbine " "	15 1/2 15 1/2 15 1/2 15 1/2 15 1/2 15 1/2 15 1/2 16 1/2 15 1/2 15 1/2 15 1/2 16 15 1/2 15 1/2 16 1/2	8,682 9,758 9,441 10,048 10,775 10,354 10,400 8,155 9,250 10,700 9,613 10,019 8,800 9,021	6,194 6,085 6,155 7,101 8,258 8,297 8,294 6,597 6,214 6,165 7,842 8,258 8,400 7,966	3,553 3,597 3,619 4,258 4,832 4,856 4,918 3,808 3,508 3,519 3,854 4,832 4,542	507 563 563 593 542 534 426 385 536 568 516 - 453	- - - 11,000 - 103,000 37,000 - - - 28,000 - 6,518
C3 7/ C3 8/ C3 A C3 E C3 M	Cargo Pass. and Cargo " " Cargo "	492'0" 491'10" 491'10" 473'1" 492'0"	69'6" 69'6" 69'6" 66'0" 69'6"	28'6" 26'6" 26'6" 27'0" 28'6"	Turbine " " " "	16 1/2 16 1/2 16 1/2 16 1/2 16 1/2	12,510 9,937 10,470 9,514 12,120	7,939 9,255 9,256 6,736 7,773	4,697 5,157 5,157 3,996 4,585	685 478 478 551 663	- 43,000 43,000 - 36,511

- 1/ Built by Fusesy & Jones.
2/ Built by Pennsylvania Shipyards.
3/ Built by Consolidated Steel Corp., Ltd.
4/ Built by Seattle-Tacoma.
5/ Built by Sun S.B. & D.D. Co.
6/ Built by Federal S.B. & D.D. Co.
7/ Built by Ingalls S.B. Corp.
8/ Built by Newport News S.B. & D.D. Co.

SELECTED CHARACTERISTICS OF SPECIFIED SHIPS DELIVERED UNDER THE
UNITED STATES MARITIME COMMISSION AND THE MARITIME ADMINISTRATION CONSTRUCTION PROGRAMS
COMPILED AS OF DECEMBER 31, 1958--Continued

(These characteristics should be used for reference purposes only since they are based on an individual ship of each design and do not take into consideration variations which occur in vessels of similar designs.)

Design	Type	Length O.A.	Beam Max. Molded	Draft Load Molded	Engines	Speed (Knots)	Dead- weight Tons	Gross Tons	Net Tons	Bale Cubic (000)	Refrig. (Cu. Ft.)
C3-S-A2	Cargo	492'10"	69'6"	28'6"	Turbine	16 $\frac{1}{2}$	12,515	7,800	4,600	730	-
C3-S-A3	"	473'11"	66'10"	27'8"	"	16 $\frac{1}{2}$	9,902	6,736	4,544	547	-
C3-S-A4	"	492'10"	69'6"	28'6"	"	16 $\frac{1}{2}$	11,665	8,060	4,677	543	-
C3-S-A5	"	492'10"	69'6"	28'6"	"	16 $\frac{1}{2}$	12,515	7,800	4,600	-	-
C3-S-BH1	"	492'10"	69'6"	29'6"	"	16 $\frac{1}{2}$	12,929	7,996	4,474	690	-
C3-S-BH2	"	492'10"	69'6"	29'6"	"	16 $\frac{1}{2}$	12,659	8,900	-	-	-
C3-S-DX1	"	478'11 3/4"	66'10"	28'6 13/16"	"	18 $\frac{1}{2}$	10,516	8,918	5,267	561	-
C3-S1-BRL	Pass. and Cargo	492'10"	69'6"	28'6"	"	16 $\frac{1}{2}$	9,200	9,500	-	-	-
C4-S-A4	Cargo	522'10 $\frac{1}{2}$ "	71'6"	32'9 7/8"	Turbine	17	13,498	11,300	-	-	-
C4-S-B1	"	522'10 $\frac{1}{2}$ "	71'6"	30'10"	"	17	13,209	11,500	8,132	772	-
C4-S-B5	"	522'10 $\frac{1}{2}$ "	71'6"	32'9 7/8"	"	17	13,498	10,780	7,533	712	-
C4-S-1a	"	563'7 3/4"	76'10"	29'10 1/16"	"	20	13,430	9,216	5,366	737	30,254
C4-S-1f *	"	563'7 3/4"	76'10"	31'7"	"	20	14,280	12,587	7,519	651	88,362
C4-S-1h *	"	563'7 3/4"	76'10"	29'10 1/16"	"	20	12,360	9,277	5,433	602	50,667
C5-S-AX1	Ore Carrier	580'3"	78'10"	34'2 3/4"	Turbine	16 $\frac{1}{2}$	24,000	8,561	4,293	420	-
EC2-G-8f *	Cargo	467'12 15/16"	56'10 3/4"	26'7"	Open Cycle G.T.	15.4	8,869	7,280	4,481	485	-
EC2-G-8g *	"	467'12 15/16"	56'10 3/4"	26'7"	Free Piston G.T.	15.4	9,035	7,275	4,518	485	-
EC2-M-8b *	"	467'12 15/16"	56'10 3/4"	26'7"	Geared Diesel	15.4	8,652	7,259	4,475	492	-
EC2-S-8a *	"	441'7 $\frac{1}{2}$ "	56'10 3/4"	24'10"	Turbine	14.8	7,572	7,246	4,480	495	-
EC2-S-AW1	Collier	441'6"	56'10 3/4"	27'8 7/8"	Reciprocating	11	10,600	6,643	3,740	500	-
EC2-S-C1	Cargo	441'6"	56'10 3/4"	27'8 7/8"	"	11	10,800	7,176	4,380	500	-
N3-M-A1	Cargo Coastal	269'10"	43'10"	20'6"	Diesel	10	4,046	2,300	1,600	160	-
N3-S-A2	"	258'9 $\frac{1}{2}$ "	42'11"	17'11 3/4"	Reciprocating	11	2,757	1,885	990	117	-
P1-S1-DRL *	Pass. and Cargo	473'10"	66'11"	27'9 7/16"	Turbine	16 $\frac{1}{2}$	7,336	9,644	6,196	356	27,800
P2-S1-1k *	"	563'7 3/4"	76'10"	29'1 $\frac{1}{2}$ "	"	20	6,454	14,800	7,496	207	29,764
P2-S1-1n *	"	563'7 3/4"	76'10"	28'7"	"	20	5,613	14,139	6,851	194	-
P2-S2-9a	"	617'16"	84'10"	27'13"	"	21	8,748	14,984	5,744	334	16,705
P2-S2-11a	"	583'17"	84'10"	26'12"	"	20	8,713	15,371	8,095	327	81,384
P2-S2-R2	"	612'13"	75'16"	25'10"	"	19	8,154	17,832	9,998	145	-
P2-SE2-R3	"	610'10"	75'16"	29'10"	Turbo-Electric	19	11,800	15,100	-	-	-
P3-S2-D12	"	682'5 $\frac{1}{2}$ "	89'10"	30'2 1/32"	Turbine	22 $\frac{1}{2}$	11,999	23,719	11,166	149	55,198
P6-S4-DS1	"	990'10"	101'6"	32'12 $\frac{1}{2}$ "	"	30.7	16,447	53,329	29,475	100	48,000

SELECTED CHARACTERISTICS OF SPECIFIED SHIPS DELIVERED UNDER THE
UNITED STATES MARITIME COMMISSION AND THE MARITIME ADMINISTRATION CONSTRUCTION PROGRAMS
COMPILED AS OF DECEMBER 31, 1958--Continued

(These characteristics should be used for reference purposes only since they are based on an individual ship of each design and do not take into consideration variations which occur in vessels of similar designs.)

Design	Type	Length O.A.	Beam Max. Molded	Draft Load Molded	Engines	Speed (Knots)	Dead- weight Tons	Gross Tons	Net Tons	Bale Cubic (000)	Refrig. (Cu. Ft.)
R1-M-AV3	Refrigerated	338'6 $\frac{1}{2}$ "	50'0"	21'0"	Diesel	10 $\frac{1}{2}$	4,654	3,805	2,123	164	103,420
R1-S-DHL	"	385'6"	56'0"	26'0"	Turbine	16	4,600	5,000	-	-	197,000
R2-S-BV1	"	459'2 $\frac{1}{2}$ "	63'0"	25'9"	"	15 $\frac{1}{2}$	8,133	6,177	3,483	-	348,199
R2-ST-AUL	"	455'0"	61'0"	26'6"	"	18 $\frac{1}{2}$	6,500	7,074	4,030	-	318,000
T1-M-A1	Tanker Coastal	220'6"	37'0"	12'10"	Diesel	10	1,483	1,185	687	-	-
T1-M-A2	"	220'6"	37'0"	12'10"	"	10	1,450	1,139	579	-	-
T1-M-BT1	"	325'2"	48'2"	19'1 $\frac{1}{2}$ "	"	10	4,130	3,262	-	-	-
T1-M-BT2	"	325'2"	48'2"	19'1 $\frac{1}{2}$ "	"	10	4,205	3,262	2,073	-	-
T2	Tanker	501'4 $\frac{1}{2}$ "	68'0"	29'8 $\frac{3}{4}$ "	Turbine	16 $\frac{1}{2}$	15,850	9,890	5,904	-	-
T2-SE-A1	"	523'6"	68'0"	30'2"	Turbo-Electric	14 $\frac{1}{2}$	16,765	10,195	6,107	-	-
T2-SE-A2	"	523'6"	68'0"	29'11'38"	"	14 $\frac{1}{2}$	16,583	10,800	-	-	-
T2-SE-A3	"	523'6"	68'0"	29'11'38"	"	14 $\frac{1}{2}$	16,433	10,800	-	-	-
T3-M-AZ1	"	547'3 3/4"	70'2"	30'4 $\frac{1}{2}$ "	Diesel	15 $\frac{1}{2}$	17,575	11,401	6,906	-	-
T3-S-A1	"	501'7 3/4"	68'0"	29'10 $\frac{1}{2}$ "	Turbine	15 $\frac{1}{2}$	16,015	10,000	-	-	-
T3-S-BF1	"	515'11"	70'0"	31'1"	"	16 $\frac{1}{2}$	18,500	11,017	8,588	-	-
T3-S-EZ1	"	556'0"	80'0"	31'4 $\frac{1}{2}$ "	"	16 $\frac{1}{2}$	23,000	14,225	11,515	-	-
T4-SE-39a *	"	572'0"	75'0"	30'3'3/4"	Turbo-Electric	15	20,305	12,584	8,077	-	-
T5-S-12b *	"	627'6"	83'6"	32'10 $\frac{1}{4}$ "	Turbine	18	26,500	16,442	9,925	-	-
V02-M-AP4	Cargo	455'3"	62'0"	28'6"	Diesel	15.3	10,600	7,599	4,617	-	-
V02-S-AP2	"	455'3"	62'0"	28'6"	Turbine	15.3	10,850	7,607	4,551	490	-
V02-S-AP3	"	455'3"	62'0"	28'6"	"	17	10,850	7,607	4,562	453	-
V02-S1-AP7	Pass. and Cargo	455'3"	62'0"	28'6"	"	17	9,000	8,481	4,588	-	-
Z-ET1-S-03 *	Cargo	441'6"	56'10 3/4"	27'8 7/8"	Reciprocating	10	11,045	7,246	4,462	500	-
Z-ET1-S-03 *	Tanker	441'6"	56'10 3/4"	27'8 7/8"	"	11	10,800	7,208	4,390	-	-

Note: * - Ships converted from original construction design.

NUMBER AND TONNAGE
MAJOR WORLD FLEETS AND OTHERS

UNITED STATES FLAG MERCHANT FLEET AS OF SPECIFIED DATES

(Tonnage in Thousands)

Date	T o t a l			Combination Passenger & Cargo			Freighters			Bulk Carriers			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
September 1, 1939	1,379	8,126	11,682	163	1,319	1,087	765	3,776	5,767	67	327	570	384	2,704	4,258
December 31, 1949	3,421	25,499	36,619	81	849	632	2,781	19,804	28,148	71	429	785	488	4,416	7,056
December 31, 1950	3,401	25,254	36,448	82	852	633	2,795	19,795	28,301	54	331	640	470	4,275	6,876
December 31, 1951	3,373	25,181	36,267	264	2,346	2,057	2,592	18,226	26,694	50	321	622	467	4,288	6,894
December 31, 1952	3,349	25,124	36,138	260	2,355	2,053	2,579	18,173	26,599	52	334	641	458	4,262	6,845
December 31, 1953	3,348	25,290	36,376	255	2,307	2,019	2,585	18,249	26,704	50	327	628	458	4,407	7,025
December 31, 1954	3,255	24,938	35,107	252	2,315	1,695	2,529	17,994	25,975	44	320	599	430	4,309	6,838
December 31, 1955	3,215	24,711	34,724	248	2,309	1,690	2,511	17,893	25,803	42	309	572	414	4,200	6,659
December 31, 1956	3,108	24,013	33,674	249	2,332	1,711	2,446	17,478	25,221	40	303	564	373	3,900	6,178
December 31, 1957	3,046	23,725	33,278	231	2,190	1,593	2,398	17,184	24,745	39	289	544	378	4,062	6,396
December 31, 1958	3,061	24,247	33,652	279	2,679	1,898	2,338	16,766	24,101	41	312	577	403	4,490	7,076

Note: United States Government-owned ships transferred to foreign flags under lend-lease or other agreements are excluded from the above figures.

Ships that were originally constructed as cargo ships and converted to transports, hospital ships, etc., and which were previously carried in the freighter classification, were transferred to the combination-passenger and cargo group in 1951.

Individual tonnages are not additive since detail figures have been rounded to the nearest thousand.

UNITED STATES AND CANADIAN FLAG GREAT LAKES FLEETS BY VESSEL TYPE
AS OF DECEMBER 31, 1958

(Tonnage in Thousands)

Flag	Total All Types			Combination Pass. & Cargo			Freighters			Bulk Carriers			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
United States	365	2,394	3,748	5	25	20	7	28	43	327	2,266	3,581	26	75	104
Canadian	271	931	1,377	4	11	6	22	59	76	205	770	1,162	40	91	133

SPECIFIED CHARACTERISTICS OF THE GREAT LAKES FLEET

	Total All Types		Combination Passenger & Cargo		Freighters		Bulk Carriers		Tankers	
	Num- ber	Gross Tons	Num- ber	Gross Tons	Num- ber	Gross Tons	Num- ber	Gross Tons	Num- ber	Gross Tons
<u>United States</u>										
Average Gross Tons	6,600		4,900		4,000		6,900		2,900	
Average Deadweight Tons	10,200		4,000		6,200		11,000		4,000	
Average Age (Years)	42		41		55		43		33	
Average Speed (Knots)	11		15		10		11		11	
Average Draft (Feet)	21		14		15		21		17	
<u>Canadian</u>										
Average Gross Tons	3,400		2,800		2,700		3,800		2,300	
Average Deadweight Tons	5,100		1,500		3,400		5,700		3,300	
Average Age (Years)	33		41		36		34		26	
Average Speed (Knots)	9		13		11		9		9	
Average Draft (Feet)	18		15		18		18		17	

DANISH FLAG MERCHANT FLEET
AS OF SPECIFIED DATES

(Tonnage in Thousands)

Date	T o t a l			Combination Passenger & Cargo			Freighters			Bulk Carriers			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross tons	Dead- weight tons	Num- ber	Gross tons	Dead- weight tons	Num- ber	Gross tons	Dead- weight tons	Num- ber	Gross tons	Dead- weight tons
September 1, 1939	379	1,042	1,576	55	160	159	285	715	1,155	25	61	96	14	106	166
December 31, 1949	298	1,045	1,552	27	83	77	241	781	1,198	12	26	40	18	155	238
December 31, 1950	307	1,116	1,675	29	88	80	243	797	1,235	11	24	38	24	207	322
December 31, 1951	309	1,227	1,782	28	90	78	238	821	1,216	11	27	41	32	289	447
December 31, 1952	312	1,313	1,902	28	90	78	237	845	1,241	11	27	40	36	351	543
December 31, 1953	319	1,385	2,007	26	81	69	244	902	1,316	11	27	40	38	375	582
December 31, 1954	315	1,451	2,099	27	82	66	238	916	1,328	7	16	23	43	437	682
December 31, 1955	315	1,547	2,240	26	79	63	235	930	1,348	5	13	18	49	525	811
December 31, 1956	317	1,618	2,333	26	79	63	234	968	1,390	7	18	26	50	553	854
December 31, 1957	330	1,782	2,550	25	77	63	244	1,061	1,493	7	18	26	54	626	968
December 31, 1958	357	1,924	2,745	27	87	73	265	1,123	1,594	6	15	22	59	699	1,056

Note: Individual tonnages are not additive since detail figures have been rounded to the nearest thousand.

FRENCH FLAG MERCHANT FLEET
AS OF SPECIFIED DATES

(Tonnage in Thousands)

Date	T o t a l			Combination Passenger & Cargo			Freighters			Bulk Carriers			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
September 1, 1939	555	2,678	2,999	134	1,140	736	309	1,023	1,490	64	204	313	48	311	459
December 31, 1949	494	2,733	3,476	68	627	404	305	1,386	1,997	56	182	259	65	538	815
December 31, 1950	519	2,889	3,713	72	657	440	312	1,416	2,051	54	171	245	81	645	977
December 31, 1951	543	3,109	3,934	74	699	456	330	1,522	2,152	49	152	214	90	736	1,112
December 31, 1952	582	3,402	4,253	81	792	505	351	1,574	2,208	46	141	197	104	895	1,343
December 31, 1953	600	3,523	4,334	87	853	521	360	1,596	2,218	47	144	199	106	930	1,396
December 31, 1954	589	3,540	4,330	88	867	522	344	1,485	2,044	45	138	190	112	1,050	1,574
December 31, 1955	570	3,663	4,546	78	799	459	333	1,480	2,028	39	123	167	120	1,261	1,892
December 31, 1956	571	3,698	4,610	72	747	420	340	1,518	2,057	37	122	166	122	1,311	1,967
December 31, 1957	594	3,871	4,903	65	666	362	364	1,648	2,224	37	129	171	128	1,428	2,146
December 31, 1958	624	4,212	5,398	62	645	339	383	1,745	2,333	38	141	193	141	1,681	2,533

Note: Individual tonnages are not additive since detail figures have been rounded to the nearest thousand.

GERMAN FLAG MERCHANT FLEET
AS OF SPECIFIED DATES

(Tonnage in Thousands)

Date	T o t a l			Combination Passenger & Cargo			Freighters			Bulk Carriers			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
September 1, 1939	854	3,916	5,177	125	1,199	1,007	644	2,324	3,584	45	118	187	40	275	399
December 31, 1949	47	103	149	3	11	13	37	67	100	5	14	21	2	10	15
December 31, 1950	174	476	755	7	20	32	142	352	562	17	45	71	8	58	90
December 31, 1951	274	841	1,315	9	38	55	233	651	1,027	17	51	80	15	101	153
December 31, 1952	363	1,150	1,830	8	38	54	316	922	1,485	19	56	88	20	134	203
December 31, 1953	469	1,549	2,452	12	60	81	408	1,252	2,012	22	74	120	27	163	239
December 31, 1954	558	1,992	3,098	18	120	133	482	1,558	2,493	23	75	122	35	239	350
December 31, 1955	652	2,494	3,826	21	150	164	562	1,899	2,990	27	120	187	42	325	485
December 31, 1956	748	2,953	4,469	22	153	156	653	2,323	3,589	31	145	228	42	332	496
December 31, 1957	818	3,383	5,010	24	191	169	710	2,575	3,930	40	247	362	44	370	549
December 31, 1958	866	3,866	5,660	24	219	179	746	2,806	4,242	46	368	532	50	473	707

Note: Individual tonnages are not additive since detail figures have been rounded to the nearest thousand.

The figures above, starting with December 31, 1956, show only those ships registered under West German flag.

ITALIAN FLAG MERCHANT FLEET
AS OF SPECIFIED DATES

(Tonnage in Thousands)

Date	T o t a l			Combination Passenger & Cargo			Freighters			Bulk Carriers			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
September 1, 1939	667	3,178	3,911	151	1,096	738	406	1,556	2,379	32	131	211	78	395	583
December 31, 1949	378	2,284	3,180	46	385	317	252	1,352	2,021	8	31	51	72	516	792
December 31, 1950	423	2,474	3,516	48	395	330	283	1,455	2,211	15	63	107	77	561	869
December 31, 1951	488	2,862	3,982	61	518	413	318	1,586	2,391	18	70	118	91	688	1,060
December 31, 1952	537	3,184	4,306	72	647	451	347	1,703	2,563	17	72	119	101	762	1,173
December 31, 1953	556	3,342	4,498	80	698	482	347	1,671	2,508	17	72	119	112	901	1,389
December 31, 1954	581	3,634	4,888	81	721	466	354	1,705	2,563	19	72	119	127	1,136	1,740
December 31, 1955	598	3,811	5,141	77	700	421	372	1,837	2,768	22	96	152	127	1,178	1,800
December 31, 1956	647	4,135	5,616	80	721	443	404	2,020	3,045	29	149	229	134	1,245	1,899
December 31, 1957	696	4,483	6,167	78	685	415	445	2,258	3,395	32	192	301	141	1,348	2,056
December 31, 1958	718	4,775	6,503	79	729	412	454	2,305	3,452	37	239	354	148	1,502	2,285

Note: Individual tonnages are not additive since detail figures have been rounded to the nearest thousand.

JAPANESE FLAG MERCHANT FLEET
AS OF SPECIFIED DATES

(Tonnage in Thousands)

Date	T o t a l			Combination Passenger & Cargo			Freighters			Bulk Carriers			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
September 1, 1939	1,180	5,102	7,145	189	923	944	923	3,682	5,502	19	54	83	49	443	616
December 31, 1949	292	1,156	1,679	25	102	103	235	858	1,283	2	4	5	30	192	288
December 31, 1950	387	1,534	2,241	26	109	102	322	1,167	1,752	2	4	5	37	254	382
December 31, 1951	465	2,087	3,082	23	100	99	392	1,623	2,435	4	13	21	46	351	527
December 31, 1952	521	2,578	3,805	16	79	82	446	2,024	3,008	5	22	36	54	453	679
December 31, 1953	567	2,973	4,382	17	93	103	479	2,243	3,315	5	22	36	66	615	928
December 31, 1954	598	3,242	4,760	24	117	126	494	2,399	3,531	6	32	51	74	694	1,052
December 31, 1955	622	3,436	5,007	25	118	124	512	2,558	3,724	9	61	97	76	699	1,062
December 31, 1956	651	3,740	5,443	24	116	119	537	2,755	3,999	10	65	102	80	804	1,223
December 31, 1957	743	4,449	6,476	22	107	114	620	3,278	4,748	13	93	143	88	971	1,471
December 31, 1958	870	5,282	7,723	21	104	113	727	3,889	5,638	21	156	248	101	1,133	1,724

Note: Individual tonnages are not additive since detail figures have been rounded to the nearest thousand.

LIBERIAN FLAG MERCHANT FLEET
AS OF SPECIFIED DATES

(Tonnage in Thousands)

Date	T o t a l			Combination Passenger & Cargo			Freighters			Bulk Carriers			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
December 31, 1949	15	221	374	-	-	-	2	10	17	-	-	-	13	210	358
December 31, 1950	39	431	710	-	-	-	17	106	158	-	-	-	22	326	552
December 31, 1951	78	726	1,167	-	-	-	41	262	394	-	-	-	37	464	773
December 31, 1952	121	1,157	1,836	-	-	-	53	351	533	-	-	-	68	806	1,303
December 31, 1953	182	1,808	2,816	2	25	10	81	514	769	2	4	5	97	1,265	2,032
December 31, 1954	363	3,487	5,452	4	45	23	186	1,228	1,846	12	91	199	161	2,123	3,384
December 31, 1955	486	4,608	7,203	9	66	40	273	1,789	2,678	17	167	348	187	2,586	4,137
December 31, 1956	655	6,591	10,365	6	49	29	363	2,555	3,797	34	343	722	252	3,644	5,817
December 31, 1957	894	9,396	14,774	7	51	30	496	3,563	5,272	46	497	1,051	345	5,285	8,421
December 31, 1958	1,020	11,253	17,790	9	73	58	536	3,863	5,726	63	670	1,374	412	6,647	10,632

Note: Individual tonnages are not additive since detail figures have been rounded to the nearest thousand.

There were no ships registered under Liberian flag in 1939.

NETHERLANDS FLAG MERCHANT FLEET
AS OF SPECIFIED DATES

(Tonnage in Thousands)

Date	T o t a l			Combination Passenger & Cargo			Freighters			Bulk Carriers			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
September 1, 1939	537	2,670	3,425	133	895	812	287	1,219	1,828	12	30	45	105	526	740
December 31, 1949	492	2,731	3,622	88	621	584	305	1,596	2,316	2	8	13	97	506	708
December 31, 1950	500	2,820	3,761	89	636	597	300	1,567	2,274	2	4	7	109	613	884
December 31, 1951	500	2,882	3,786	95	698	649	294	1,564	2,249	2	4	7	109	616	881
December 31, 1952	501	2,927	3,817	99	742	674	289	1,553	2,238	2	4	7	111	628	898
December 31, 1953	498	2,987	3,897	96	714	645	297	1,630	2,328	2	4	7	103	639	917
December 31, 1954	507	3,083	4,042	94	699	630	309	1,684	2,399	1	3	4	103	697	1,009
December 31, 1955	535	3,403	4,491	92	700	617	323	1,736	2,463	1	3	4	119	964	1,407
December 31, 1956	557	3,670	4,863	86	681	601	340	1,866	2,619	4	48	69	127	1,075	1,574
December 31, 1957	587	4,003	5,289	88	727	632	365	2,044	2,847	6	76	108	128	1,156	1,702
December 31, 1958	580	4,140	5,465	77	682	573	368	2,096	2,889	13	148	213	122	1,214	1,790

Note: Individual tonnages are not additive since detail figures have been rounded to the nearest thousand.

NORWEGIAN FLAG MERCHANT FLEET
AS OF SPECIFIED DATES

(Tonnage in Thousands)

Date	T o t a l			Combination Passenger & Cargo			Freighters			Bulk Carriers			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
September 1, 1939	1,072	4,499	6,931	39	133	89	728	2,190	3,550	39	99	161	266	2,077	3,131
December 31, 1949	912	4,728	7,177	28	109	82	611	2,329	3,616	19	45	71	254	2,244	3,408
December 31, 1950	959	5,135	7,844	32	121	94	618	2,344	3,671	16	38	60	293	2,632	4,019
December 31, 1951	963	5,470	8,294	34	134	99	596	2,294	3,557	16	39	61	317	3,003	4,577
December 31, 1952	980	5,700	8,682	32	126	87	596	2,296	3,542	17	72	101	335	3,206	4,952
December 31, 1953	1,020	6,093	9,190	34	137	88	601	2,328	3,588	18	82	114	367	3,546	5,400
December 31, 1954	1,056	6,559	9,879	33	135	87	608	2,389	3,664	18	98	132	397	3,937	5,996
December 31, 1955	1,102	7,145	10,740	32	133	86	629	2,548	3,887	20	137	189	421	4,327	6,578
December 31, 1956	1,145	7,734	11,530	34	155	93	666	2,875	4,311	23	196	275	422	4,508	6,851
December 31, 1957	1,212	8,519	12,688	33	145	81	701	3,110	4,631	31	275	388	447	4,989	7,588
December 31, 1958	1,288	9,503	14,142	31	132	70	736	3,417	5,041	43	419	599	478	5,535	8,432

Note: Individual tonnages are not additive since detail figures have been rounded to the nearest thousand.

**PANAMANIAN FLAG MERCHANT FLEET
AS OF SPECIFIED DATES**

(Tonnage in Thousands)

Date	T o t a l			Combination Passenger & Cargo			Freighters			Bulk Carriers			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
September 1, 1939	130	719	1,106	4	7	6	69	236	353	3	7	12	54	469	735
December 31, 1949	462	3,078	4,613	24	206	159	231	1,173	1,750	25	80	135	182	1,619	2,569
December 31, 1950	495	3,414	4,998	32	235	187	253	1,353	1,905	28	91	158	182	1,735	2,749
December 31, 1951	545	3,605	5,386	30	222	171	300	1,516	2,264	30	109	185	185	1,758	2,766
December 31, 1952	545	3,762	5,633	21	171	129	281	1,497	2,233	28	106	179	215	1,988	3,092
December 31, 1953	540	3,953	5,931	19	171	111	271	1,451	2,167	26	108	176	224	2,223	3,477
December 31, 1954	519	3,935	5,925	17	153	102	272	1,503	2,247	24	104	172	206	2,175	3,404
December 31, 1955	513	3,876	5,856	16	139	85	279	1,535	2,305	28	147	249	190	2,055	3,217
December 31, 1956	535	4,035	6,124	18	141	93	299	1,591	2,407	36	207	351	182	2,096	3,273
December 31, 1957	560	4,277	6,462	19	150	92	316	1,679	2,533	42	253	418	183	2,195	3,419
December 31, 1958	546	4,340	6,609	19	132	86	290	1,526	2,305	41	279	463	196	2,403	3,755

Note: Individual tonnages are not additive since detail figures have been rounded to the nearest thousand.

SWEDISH FLAG MERCHANT FLEET
AS OF SPECIFIED DATES
(Tonnage in Thousands)

Date	T o t a l			Combination Passenger & Cargo			Freighters			Bulk Carriers			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
September 1, 1939	484	1,312	2,033	26	121	116	395	874	1,434	43	148	226	20	169	257
December 31, 1949	537	1,780	2,687	31	190	192	425	1,095	1,739	40	152	232	41	342	524
December 31, 1950	547	1,814	2,759	29	179	174	432	1,116	1,789	42	169	258	44	350	538
December 31, 1951	576	2,032	3,039	31	202	183	448	1,197	1,892	44	188	282	53	445	682
December 31, 1952	599	2,225	3,330	32	203	183	461	1,264	1,994	42	184	276	64	574	877
December 31, 1953	598	2,419	3,572	34	228	194	450	1,262	1,971	40	214	315	74	715	1,092
December 31, 1954	576	2,492	3,684	33	211	185	423	1,238	1,931	39	257	368	81	786	1,200
December 31, 1955	571	2,586	3,813	32	196	172	415	1,261	1,953	43	312	442	81	817	1,246
December 31, 1956	577	2,747	4,046	30	181	163	416	1,320	2,029	44	364	508	87	882	1,346
December 31, 1957	584	2,975	4,309	29	195	165	414	1,388	2,073	47	400	553	94	992	1,518
December 31, 1958	584	3,276	4,751	27	182	141	400	1,408	2,103	51	454	626	106	1,232	1,881

Note: Individual tonnages are not additive since detail figures have been rounded to the nearest thousand.

UNITED KINGDOM FLAG MERCHANT FLEET
AS OF SPECIFIED DATES

(Tonnage in Thousands)

Date	T o t a l			Combination Passenger & Cargo			Freighters			Bulk Carriers			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
September 1, 1939	2,850	16,027	21,857	359	3,598	2,744	1,752	8,630	13,308	308	908	1,510	431	2,891	4,295
December 31, 1949	2,571	16,387	21,697	283	3,121	2,366	1,596	9,101	13,167	202	481	747	490	3,684	5,416
December 31, 1950	2,605	16,766	22,394	279	3,086	2,343	1,617	9,309	13,523	199	438	681	510	3,934	5,847
December 31, 1951	2,532	16,721	21,917	267	3,008	2,126	1,541	9,119	12,992	203	452	661	521	4,142	6,138
December 31, 1952	2,501	16,736	21,905	254	2,909	2,034	1,513	8,986	12,714	208	479	688	526	4,362	6,469
December 31, 1953	2,505	16,858	22,179	232	2,726	1,877	1,522	9,031	12,772	219	509	744	532	4,592	6,786
December 31, 1954	2,538	17,422	22,876	224	2,707	1,817	1,540	9,231	12,980	223	548	792	551	4,936	7,287
December 31, 1955	2,526	17,601	22,984	222	2,730	1,827	1,518	9,163	12,815	237	636	905	549	5,072	7,437
December 31, 1956	2,525	17,874	23,314	217	2,723	1,824	1,507	9,147	12,716	242	760	1,088	559	5,244	7,686
December 31, 1957	2,517	18,192	23,724	202	2,602	1,698	1,491	9,150	12,606	253	857	1,218	571	5,583	8,202
December 31, 1958	2,522	18,655	24,372	195	2,511	1,658	1,482	9,143	12,495	264	1,070	1,509	581	5,931	8,710

Note: Individual tonnages are not additive since detail figures have been rounded to the nearest thousand.

TOTAL MERCHANT FLEET OF THE WORLD
AS OF SPECIFIED DATES
(Tonnage in Thousands)

Date	Total			Combination Passenger & Cargo			Freighters			Bulk Carriers			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
September 1, 1939	12,798	58,270	80,601	1,848	12,379	9,933	8,480	32,190	49,791	809	2,442	3,965	1,661	11,259	16,912
December 31, 1949	12,868	73,640	103,461	1,092	8,063	6,452	9,195	47,968	69,918	559	1,764	2,829	2,022	15,845	24,263
December 31, 1950	13,282	75,718	107,215	1,117	8,171	6,558	9,466	48,750	71,565	561	1,702	2,776	2,138	17,095	26,318
December 31, 1951	13,646	78,821	110,655	1,318	9,991	7,979	9,491	48,518	71,435	572	1,782	2,832	2,265	18,530	28,409
December 31, 1952	14,019	81,924	114,946	1,319	10,145	7,933	9,715	49,659	73,012	576	1,851	2,912	2,409	20,269	31,089
December 31, 1953	14,370	85,102	119,427	1,304	10,082	7,761	9,922	50,642	74,364	593	1,988	3,107	2,551	22,390	34,195
December 31, 1954	14,793	89,258	124,754	1,303	10,137	7,387	10,180	52,103	76,089	614	2,214	3,455	2,696	24,804	37,823
December 31, 1955	15,148	92,944	129,975	1,290	10,133	7,297	10,446	53,798	78,418	653	2,628	4,081	2,759	26,385	40,179
December 31, 1956	15,615	97,665	136,880	1,295	10,182	7,314	10,782	56,050	81,508	704	3,246	5,122	2,834	28,187	42,936
December 31, 1957	16,293	104,770	147,316	1,251	9,884	6,994	11,261	59,292	85,832	763	3,880	6,111	3,018	31,714	48,379
December 31, 1958	16,966	112,314	158,047	1,275	10,256	7,149	11,594	61,295	88,454	868	4,997	7,764	3,229	35,766	54,680

Note: Individual tonnages are not additive since detail figures have been rounded to the nearest thousand.

SHIPS OWNED BY UNITED STATES COMPANIES AND THEIR AFFILIATES AND REGISTERED UNDER FOREIGN FLAGS
AS OF DECEMBER 31, 1958

Flag	Total			Tankers			Dry Cargo			Bulk & Ore Carriers		
	Num- ber	Deadweight Tons	Gross Tons	Num- ber	Deadweight Tons	Gross Tons	Num- ber	Deadweight Tons	Gross Tons	Num- ber	Deadweight Tons	Gross Tons
Total	422	8,191,507	5,201,903	334	7,111,762	4,537,778	50	278,820	265,481	38	800,925	398,644
Panamanian	109	1,982,435	1,250,432	90	1,742,670	1,108,741	2	21,600	14,501	17	218,165	127,190
Liberian	99	3,293,474	1,932,999	81	2,755,805	1,681,101	5	60,837	43,686	13	476,832	208,212
United Kingdom	89	1,486,241	1,033,169	68	1,325,629	879,793	18	92,200	107,251	3	68,412	46,125
Netherlands	22	299,829	202,263	22	299,829	202,263	-	-	-	-	-	-
Venezuelan	21	168,371	103,825	16	130,855	86,708	-	-	-	5	37,516	17,117
French	14	239,293	158,975	14	239,293	158,975	-	-	-	-	-	-
Norwegian	9	148,335	102,179	9	148,335	102,179	-	-	-	-	-	-
German	8	188,038	124,626	8	188,038	124,626	-	-	-	-	-	-
Belgian	6	106,789	73,650	6	106,789	73,650	-	-	-	-	-	-
Argentine	6	20,252	14,824	6	20,252	14,824	-	-	-	-	-	-
Canadian	4	15,458	11,517	4	15,458	11,517	-	-	-	-	-	-
Italian	3	49,875	34,002	3	49,875	34,002	-	-	-	-	-	-
Danish	3	58,770	38,876	3	58,770	38,876	-	-	-	-	-	-
Honduran	25	112,718	105,525	1	11,135	7,623	24	101,583	97,902	-	-	-
Finnish	1	1,065	1,025	1	1,065	1,025	-	-	-	-	-	-
Philippine	1	1,350	1,165	1	1,350	1,165	-	-	-	-	-	-
Other Colonies	2	19,214	12,851	1	16,614	10,710	1	2,600	2,141	-	-	-

MERCHANT FLEETS OF THE WORLD AS OF SEPTEMBER 1, 1939

(Deadweight Tonnage in Thousands)

FLAG	TOTAL			COMB. REFRIGERATED			REFRIGERATED			BULK CARRIERS			TANKERS 1/		
	No.	Gross	DWT.	No.	Gross	DWT.	No.	Gross	DWT.	No.	Gross	DWT.	No.	Gross	DWT.
Total - All Flags	12,798	58,270,374	80,600.6	1,772	11,701,803	9,369.1	76	677,257	563.3	8,174	30,373,768	17,684.6	306	1,815,981	2,106.3
United States	1,379	8,125,756	11,681.7	150	1,237,548	1,028.0	13	81,639	59.0	736	3,647,589	5,620.9	67	326,670	569.9
British Empire	3,319	17,770,919	24,053.7	476	3,711,156	2,802.5	37	477,390	401.6	1,895	8,062,437	12,870.3	161	1,312,166	1,634.8
United Kingdom	2,950	16,026,804	21,997.0	330	3,213,277	2,417.0	29	384,327	327.2	1,598	7,345,933	11,753.4	134	1,284,086	1,594.7
Canada	76	338,851	316.7	36	157,252	69.2	2	16,388	9.2	17	50,538	75.9	2	7,371	10.2
Australia	116	378,832	476.0	19	58,989	25.5	5	72,482	62.1	74	197,595	314.6	16	39,645	59.4
New Zealand	40	126,498	134.9	8	44,052	20.0	1	4,193	3.1	23	61,437	88.8	7	15,556	21.9
India	46	181,841	276.5	14	58,427	79.6	-	-	-	25	89,782	139.3	2	10,202	16.6
Union of South Africa	6	40,094	60.0	1	1,352	1.7	-	-	-	3	15,347	26.7	-	-	-
Other Colonies	185	677,999	932.6	68	177,867	189.5	-	-	-	85	305,805	471.6	5	20,709	18.8
Argentina	45	196,627	267.7	6	19,688	11.4	-	-	-	10	32,266	54.8	3	4,121	6.5
Belgian	72	356,862	494.0	8	75,039	61.1	-	-	-	50	205,460	322.4	4	5,934	9.4
Brazilian	122	413,646	541.6	41	156,858	150.4	-	-	-	75	247,962	377.8	5	6,479	9.6
Bulgarian	8	22,506	29.7	3	8,767	11.1	-	-	-	5	13,539	18.6	-	-	-
Chilean	50	193,959	180.9	21	88,007	87.9	-	-	-	14	29,910	38.8	-	-	-
Chinese	100	204,062	276.0	16	35,562	31.5	-	-	-	83	167,167	242.7	1	1,333	1.8
Cuban	12	17,504	21.7	1	2,492	2.1	-	-	-	9	12,004	15.0	-	-	-
Danish	37	1,041,756	1,575.8	53	157,014	156.0	2	2,864	3.2	267	671,804	1,102.9	1	1,025	1.4
Danzig	4	5,162	7.4	-	-	-	-	-	-	3	3,367	4.9	-	-	-
Dominican Republic	1	1,973	2.2	1	1,973	2.2	-	-	-	-	-	-	-	-	-
Egyptian	23	98,177	128.0	10	51,414	49.7	-	-	-	11	39,280	65.3	-	-	-
Estonian	94	176,376	274.4	2	2,956	1.9	-	-	-	78	150,027	237.3	-	-	-
Finnish	232	530,285	826.0	9	15,922	9.7	-	-	-	212	491,524	782.6	-	-	-
French	555	2,678,435	2,998.8	128	1,081,429	686.6	6	58,729	49.8	281	932,471	1,414.8	9	15,066	22.7
German	854	3,915,978	5,177.1	125	1,199,417	1,007.4	-	-	-	627	2,259,546	3,519.8	64	204,408	313.2
													45	118,038	186.9
													40	275,088	399.3

Greek	436	1,697,986	2,791.0	21	50,484	42.2	-	-	379	1,529,543	2,556.3	-	-	8.2	28	85,549	142.8	8	32,410	49.7
Honduran	27	82,068	90.5	3	7,548	9.1	-	-	9	17,888	27.8	3	-	-	1	2,478	-	1	7,663	11.2
Hungarian	6	22,748	39.9	-	-	-	-	-	5	20,270	35.4	-	-	-	-	1	130,559	4.5	-	-
Italian	667	3,178,120	3,910.8	150	1,090,398	729.8	8.1	-	395	1,516,219	2,340.8	11	-	38.6	32	54,429	210.9	78	395,388	582.6
Japanese	1,180	5,102,346	7,145.4	189	922,681	944.0	-	-	921	3,672,568	5,490.2	2	-	12.4	19	-	83.0	49	442,651	615.8
Latvian	73	199,058	325.6	-	-	-	-	-	71	192,505	314.6	-	-	-	2	6,553	11.0	-	-	-
Lithuanian	3	4,330	6.8	-	-	-	-	-	2	2,723	4.2	-	-	-	1	1,607	2.6	-	9,540	14.5
Mexican	10	23,815	31.6	3	6,488	7.4	-	-	5	7,787	9.7	-	-	-	2	29,929	45.3	105	925,608	740.0
Netherlands	537	2,670,119	3,424.6	133	85,1214	811.3	-	-	286	1,217,766	1,825.0	1	-	3.0	12	-	-	-	-	-
Nicaraguan	2	3,023	4.2	-	-	-	-	-	2	3,023	4.2	-	-	-	-	-	-	-	-	-
Norwegian	1,072	4,499,086	6,931.2	33	122,739	81.6	6	10,529	712	2,146,573	3,503.2	16	-	47.1	39	98,504	161.0	266	2,077,193	3,130.9
Palestinian	2	4,147	7.0	-	-	-	-	-	2	4,147	7.0	-	-	-	-	-	-	-	-	-
Panamanian	130	719,041	1,105.6	4	7,242	6.3	-	-	60	197,511	319.7	9	-	33.5	3	7,204	11.8	54	469,198	734.3
Peruvian	7	25,834	31.1	2	9,361	8.0	-	-	3	10,885	14.2	-	-	-	1	2,768	4.6	1	2,802	4.3
Philippine	33	82,695	105.2	17	32,724	31.9	-	-	15	44,735	65.6	-	-	-	-	-	-	-	5,236	7.7
Polish	31	113,644	101.2	7	66,737	32.7	-	-	17	32,102	46.4	-	-	-	7	14,805	22.1	-	7,430	9.5
Portuguese	54	197,307	263.2	15	71,710	72.0	-	-	35	118,167	181.7	-	-	-	-	-	-	-	14,737	22.6
Romanian	25	101,807	129.0	10	47,563	40.4	-	-	12	39,507	66.0	-	-	-	-	-	-	-	68,984	96.9
Spanish	217	749,681	1,051.7	31	140,638	113.6	-	-	164	514,787	804.2	-	-	-	8	25,272	37.0	14	168,519	257.0
Svedish	484	1,311,763	2,033.1	26	121,124	116.4	-	-	395	874,044	1,434.2	-	-	-	43	148,016	225.5	20	-	-
Thai	2	2,622	2.0	2	2,622	2.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Turkish	67	173,847	223.8	21	66,877	60.5	-	-	43	100,097	192.6	-	-	-	2	3,150	4.5	1	3,723	6.2
Uruguayan	5	13,791	14.3	2	7,994	1.4	-	-	3	7,997	12.9	-	-	-	-	-	-	-	127,798	183.2
U.S.S.R.	354	1,135,783	1,597.9	39	149,516	123.5	-	-	267	800,406	1,216.4	11	-	42.7	10	20,747	32.1	27	65,847	88.9
Venezuelan	27	70,089	93.2	3	4,242	4.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Yugoslavian	98	375,811	604.0	11	34,799	31.2	-	-	85	335,765	563.4	-	-	-	2	5,247	9.4	-	-	-

1/ Includes Whaling Tonnage.

MERCHANT FLEETS OF THE WORLD AS OF DECEMBER 31, 1949

(Tonnage in Thousands)

Flag	TYPE OF VESSEL														Tankers (Including Whaling Tankers)			
	Total			Combination Passenger and Cargo			Combination Passenger and Cargo Refrigerated			Freighters			Freighters-Refrigerated			Bulk Carriers		
	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.
Total - All Flags	12,868	73,640	103,461	1,017	7,261	5,751	75	802	701	8,946	46,453	68,211	249	1,515	1,707	599	1,764	2,829
United States 1/	3,513	26,045	37,445	75	805	604	7	49	33	2,822	20,052	28,650	47	275	290	73	441	802
British Empire	3,115	18,831	25,010	333	2,876	2,105	53	669	589	1,876	9,965	14,727	101	888	1,028	228	558	861
United Kingdom	2,571	16,387	21,697	282	2,464	1,785	51	657	581	1,697	8,221	12,127	99	860	1,000	202	481	747
Canada	192	1,088	1,473	28	93	37	1	8	5	137	821	1,182	-	-	-	1	2	3
Australia	121	431	592	17	101	72	-	-	-	89	281	449	-	-	-	15	48	71
New Zealand	48	149	165	8	36	12	1	4	3	32	93	129	-	-	-	6	14	20
India	75	363	530	15	68	80	-	-	-	57	282	428	-	-	-	2	10	16
Union of South Africa	18	116	166	1	10	12	-	-	-	16	96	138	-	-	-	-	-	-
Pakistan	7	38	55	-	-	-	-	-	-	6	34	50	-	-	-	-	-	-
Other Colonies	83	299	332	32	104	107	-	-	-	42	157	204	2	8	8	2	3	4
Argentina	117	660	932	9	64	60	1	10	13	65	371	560	4	10	12	3	5	7
Belgium	82	423	589	11	92	99	1	7	10	57	241	361	2	5	4	2	3	5
Brazil	169	648	896	33	132	133	-	-	-	120	464	686	-	-	-	6	11	17
Bulgaria	3	9	14	-	-	-	-	-	-	3	9	14	-	-	-	-	-	-
Chile	42	160	212	8	35	40	-	-	-	20	81	108	-	-	-	14	44	63
China	193	621	835	21	58	43	-	-	-	138	474	665	3	10	15	7	14	22
Colombia	10	29	39	-	-	-	-	-	-	8	25	34	-	-	-	-	-	-
Costa Rica	1	1	2	-	-	-	-	-	-	1	1	2	-	-	-	-	-	-
Cuba	10	25	33	1	2	2	-	-	-	9	22	31	-	-	-	-	-	-
Denmark	298	1,045	1,552	25	81	74	2	2	3	230	758	1,165	11	23	33	12	26	40
Dominican Republic	1	3	2	1	3	2	-	-	-	-	-	-	-	-	-	-	-	-
Ecuador	5	14	20	-	-	-	-	-	-	4	13	18	-	-	-	-	-	-
Egypt	24	96	111	11	47	54	-	-	-	11	42	45	1	2	4	1	4	8
Estonia	14	23	32	2	3	3	-	-	-	8	13	21	-	-	-	4	7	10
Finland	167	423	643	5	10	5	-	-	-	149	355	553	-	-	-	6	12	18
France	494	2,733	3,476	65	597	379	3	30	25	285	1,315	1,933	20	71	64	56	182	299
Germany	47	103	149	3	11	13	-	-	-	37	67	100	-	-	-	5	14	21
Greece	223	1,263	1,930	10	48	48	-	-	-	193	1,096	1,704	-	-	-	8	24	41
Honduras	82	449	628	1	4	2	4	18	15	53	254	375	14	57	51	-	-	-
Hungary	1	1	1	-	-	-	-	-	-	1	1	1	-	-	-	-	-	-

TYPE OF VESSEL

32

1951
31
OF
DECEMBER
AS
OF
THE
WORLD
FLEETS
OF
MERCHANT
VESSELS

(Tonnage in Thousands)

Flag	T Y P E O F V E S S E L											
	Total			Combination Passenger and Cargo			Combination Passenger and Cargo			Freighters		
	No.	Gross Tons	DWT. Tons	No.	Gross Tons	DWT. Tons	No.	Gross Tons	DWT. Tons	No.	Gross Tons	DWT. Tons
Total - All Flags	13,646	78,821	110,655	1,254	2,213	7,369	64	778	610	2,189	16,651	69,356
United States 1/	3,464	25,726	37,090	2,258	2,302	2,030	7	49	32	2,258	18,477	27,196
The British Commonwealth of Nations	3,071	18,844	24,727	322	2,786	1,932	43	640	497	1,748	9,321	13,779
United Kingdom	2,532	16,721	21,917	225	2,372	1,632	42	536	494	1,415	7,978	11,682
Canada	135	672	874	33	1,066	45	1	4	194	76	408	593
Australia	121	428	583	15	89	56	1	4	3	87	277	431
New Zealand	52	184	221	6	34	14	1	4	5	38	128	179
India	81	398	577	15	66	82	1	4	6	64	322	483
Union of South Africa	13	76	108	1	10	10	1	4	6	12	66	96
Pakistan	21	115	154	2	17	7	1	4	6	15	81	120
Others	76	250	323	25	90	91	1	4	6	41	131	195
Argentina	136	868	1,122	20	144	103	3	31	29	63	364	544
Belgium	77	430	590	12	106	107	1	7	10	54	244	367
Brazil	175	637	879	30	120	121	1	4	6	120	439	690
Burma	4	14	22	1	4	4	1	4	6	4	10	19
Bulgaria	4	10	19	1	4	4	1	4	6	4	10	19
Chile	41	161	217	7	31	37	1	4	6	20	81	108
China	141	399	558	10	30	20	1	4	6	102	306	453
Colombia	12	33	46	2	4	4	1	4	6	11	32	44
Costa Rica	15	79	120	2	4	4	1	4	6	12	68	106
Cuba	12	27	36	1	3	3	1	4	6	10	23	33
Denmark	309	1,227	1,782	26	87	75	2	3	3	228	800	1,188
Dominican Republic	2	5	4	1	3	1	1	4	6	1	2	2
Ecuador	6	15	21	1	3	1	1	4	6	1	13	18
Egypt	20	81	83	13	53	59	1	4	6	163	24	28
Finland	188	498	757	4	8	4	1	4	6	163	404	627
France	543	3,109	3,934	72	679	439	2	20	17	308	1,443	2,087
Germany	274	841	1,315	9	38	55	1	4	6	230	642	1,016
Greece	215	1,200	1,631	9	46	27	1	4	6	183	1,022	1,592
Guatemala	1	3	3	2	6	3	2	11	9	49	203	302
Honduras	79	114	576	2	6	3	2	11	9	49	203	302
Hungary	2	2	3	1	4	4	1	4	6	2	2	3
Iceland	13	32	36	3	7	4	1	2	2	6	14	22
Indonesia	7	33	36	1	6	3	1	4	6	3	15	22
Iran	1	7	10	1	6	3	1	4	6	1	7	10
Ireland	12	36	54	1	6	3	1	4	6	9	24	35
Italy	12	36	54	1	6	3	1	4	6	9	24	35
Japan	12	36	54	1	6	3	1	4	6	9	24	35
Korea	12	36	54	1	6	3	1	4	6	9	24	35
Latvia	12	36	54	1	6	3	1	4	6	9	24	35
Lithuania	12	36	54	1	6	3	1	4	6	9	24	35
Malta	12	36	54	1	6	3	1	4	6	9	24	35
Mexico	12	36	54	1	6	3	1	4	6	9	24	35
Morocco	12	36	54	1	6	3	1	4	6	9	24	35
Netherlands	12	36	54	1	6	3	1	4	6	9	24	35
Norway	12	36	54	1	6	3	1	4	6	9	24	35
Poland	12	36	54	1	6	3	1	4	6	9	24	35
Portugal	12	36	54	1	6	3	1	4	6	9	24	35
Romania	12	36	54	1	6	3	1	4	6	9	24	35
Saudi Arabia	12	36	54	1	6	3	1	4	6	9	24	35
Spain	12	36	54	1	6	3	1	4	6	9	24	35
Sweden	12	36	54	1	6	3	1	4	6	9	24	35
Switzerland	12	36	54	1	6	3	1	4	6	9	24	35
Taiwan	12	36	54	1	6	3	1	4	6	9	24	35
Turkey	12	36	54	1	6	3	1	4	6	9	24	35
Ukraine	12	36	54	1	6	3	1	4	6	9	24	35
U.S.S.R.	12	36	54	1	6	3	1	4	6	9	24	35
Yugoslavia	12	36	54	1	6	3	1	4	6	9	24	35
Zaire	12	36	54	1	6	3	1	4	6	9	24	35

Israel	21	93	128	3	13	10	1	11	9	18	80	118	8	28	29	18	70	118	91	688	1,060
Italy	488	2,662	3,982	60	507	404	1	11	9	310	1,558	2,162	3	22	33	4	13	21	46	351	587
Japan	465	2,087	3,082	23	100	99	-	-	-	369	1,601	2,402	3	22	33	-	-	-	46	351	587
Korea	4	8	12	2	3	4	-	-	-	2	5	8	-	-	-	-	-	-	37	464	773
Liberia	78	726	1,167	-	-	-	-	-	-	41	262	394	-	-	-	-	-	-	-	-	-
Mexico	30	150	216	-	-	-	-	-	-	9	20	22	1	4	4	1	6	8	19	120	182
Netherlands	500	2,882	3,786	95	698	649	-	-	-	294	1,564	2,249	-	-	-	2	4	7	109	616	881
Nicaragua	3	5	7	-	-	-	-	-	-	3	5	7	-	-	-	-	-	-	-	-	-
Norway	963	5,470	8,294	32	130	97	2	4	2	575	2,228	3,186	21	66	71	16	39	61	317	3,003	4,577
Panama	545	3,605	5,386	30	222	171	-	-	-	294	1,496	2,243	6	20	21	30	109	185	185	1,758	2,766
Peru	22	85	114	4	22	23	-	-	-	15	55	79	-	-	-	1	3	5	2	5	7
Philippines	22	88	119	4	11	6	-	-	-	16	73	106	-	10	12	7	14	20	15	15	21
Poland	58	233	328	1	14	6	-	-	-	45	160	269	3	-	-	-	-	-	7	52	76
Portugal	92	393	528	19	124	109	-	-	-	66	247	343	-	-	-	-	-	-	-	-	-
Romania	8	37	44	2	10	4	-	-	-	6	27	40	-	-	-	-	-	-	-	-	-
Siam	3	4	6	-	-	-	-	-	-	2	3	4	-	-	-	-	-	-	1	1	2
Spain	268	971	1,311	37	187	151	-	-	-	192	597	901	1	6	6	12	35	52	26	146	201
Sweden	576	2,032	3,039	31	202	183	-	-	-	438	1,161	1,850	10	36	42	44	188	282	53	445	682
Switzerland	18	83	132	-	-	-	-	-	-	16	69	110	-	-	-	-	-	-	2	14	22
Syria	1	1	2	-	-	-	-	-	-	1	1	2	-	-	-	-	-	-	-	-	-
Turkey	111	386	520	30	123	113	-	-	-	75	233	360	-	-	-	1	1	2	5	29	45
Uruguay	8	48	13	2	10	11	-	-	-	4	18	29	-	-	-	-	-	-	2	20	33
U.S.S.R. 6/	471	1,455	1,896	67	344	290	-	-	-	306	914	1,366	11	38	47	15	28	44	32	131	189
Venezuela	52	154	213	3	4	4	-	-	-	10	28	35	-	-	-	2	7	15	37	115	159
Yugoslavia	55	232	367	6	29	38	-	-	-	40	185	299	-	-	-	1	4	8	2	14	22

1/ Includes U.S. Government-owned vessels transferred to the following flags under lend-lease or other agreements and still remaining under these registries by subsequent arrangements. For purposes of this table they have been excluded from those registries.

Total	91	545	823	1	5	5	-	-	-	87	522	790	-	-	-	2	11	17	-	7	11
Philippines	8	27	38	-	-	-	-	-	-	8	27	38	-	-	-	-	-	-	-	-	-
U.S.S.R.	83	518	785	1	5	5	-	-	-	79	495	752	-	-	-	2	11	17	1	7	11

2/ Comprised of 51 combination passenger and cargo ships of 575,000 gross tons and 440,000 deadweight tons, 26 transports, hospital ships, etc. of 257,000 gross tons and 175,000 deadweight tons carried in this classification in previous reports; and 181 freighters of 1,470,000 gross tons and 1,416,000 deadweight tons originally constructed as cargo ships but converted to transports, hospital ships, etc., and included in the freighter classification of previous reports.

3/ Includes 66 ships of 419,000 gross tons and 604,000 deadweight tons converted for use as store ships, repair ships, tenders, etc.

4/ Includes 3 ships of 12,000 gross tons and 16,000 deadweight tons converted for use as store ships, repair ships, tenders, etc.

5/ Includes 2 tank ships of 14,000 gross tons and 21,000 deadweight tons converted for use as distilling ships.

6/ Includes Estonian and Latvian tonnage shown separately in previous reports.

11.012 81,924 114,946 11,171 1,066 17 13 4 10 42 143 77 189 4 4 42 149 13 20 97 11 26 6 312 1,313 3 9 8 18 75 197 543 3,402 363 1,150 207 1,156 3 81 2 34 35

(Tonnage in Thousands)

TYPE OF VESSEL

Flag	Total			Combination Passenger and Cargo			Combination Reefer and Cargo			Freighters			Freighters-Refrigerated			Bulk Carriers			Tankers (Including Whaling Tankers)		
	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.
Total - All Flags	11,012	81,924	114,946	1,231	2,253	7,283	68	892	690	2,400	47,713	70,895	315	1,946	2,157	576	1,891	2,912	2,409	20,269	31,089
United States 1/	3,440	25,669	36,961	2/256	2,325	2,035	5	35	23	3/2,620	18,421	27,102	4/46	274	287	54	345	658	2/459	4,269	6,856
The British Commonwealth of Nations	3,015	18,972	24,884	312	2,612	1,839	46	742	528	1,731	2,306	13,566	111	1,180	1,357	237	265	817	558	4,567	6,777
United Kingdom	2,501	16,736	21,905	210	2,177	1,513	44	732	521	1,386	7,827	11,381	127	1,159	1,333	208	479	688	528	4,362	6,469
Canada	130	649	895	37	129	74	-	-	-	72	380	548	-	-	-	1	3	87	20	138	210
Australia	123	440	596	15	89	56	2	10	7	90	395	483	-	-	-	18	56	20	1	3	5
New Zealand	52	190	286	5	30	10	-	-	-	38	132	184	-	-	-	6	15	7	-	-	-
India	86	428	620	15	68	82	-	-	-	70	355	531	-	-	-	1	5	5	-	-	-
Union of South Africa	12	70	101	-	-	-	-	-	-	12	70	101	-	-	-	-	-	8	2	9	15
Pakistan	27	148	196	3	25	12	-	-	-	20	106	157	1	3	4	1	5	4	2	2	78
Others	84	311	405	27	94	92	-	-	-	43	141	211	3	18	20	2	3	4	9	25	-
Arabia	1	2	2	1	1	2	-	-	-	66	381	568	6	18	20	-	6	8	-	-	-
Argentina	143	905	1,171	21	137	95	3	35	29	54	253	379	1	3	3	1	1	2	43	328	451
Belgium	77	433	592	12	100	97	1	7	10	126	451	674	-	-	-	2	8	6	29	171	101
Brazil	189	747	1,066	30	120	121	-	-	-	3	11	16	-	-	-	4	5	6	-	-	265
Burma	4	13	17	1	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bulgaria	4	10	19	-	-	-	-	-	-	4	10	19	-	-	-	-	-	-	-	-	-
Chile	42	172	234	7	31	37	-	-	-	20	81	108	-	-	-	14	49	72	1	11	17
China	149	435	614	10	30	20	-	-	-	110	342	509	1	3	4	5	10	15	23	50	86
Colombia	13	36	50	-	-	-	-	-	-	11	32	44	-	-	-	-	4	6	2	4	6
Costa Rica	20	97	147	1	2	2	-	-	-	17	84	128	-	-	-	1	4	7	1	7	10
Cuba	11	26	34	1	3	2	-	-	-	9	22	31	-	-	-	1	1	1	-	-	-
Czechoslovakia	6	11	11	-	-	-	-	-	-	1	6	11	-	-	-	-	-	-	-	-	-
Denmark	312	1,313	1,902	26	87	75	2	3	3	229	827	1,218	8	18	23	11	27	40	36	351	543
Dominican Republic	3	9	9	1	3	2	-	-	-	2	6	15	-	-	-	-	-	-	1	1	2
Ecuador	8	17	22	1	1	1	-	-	-	6	15	19	-	-	-	-	-	-	-	-	-
Egypt	18	75	84	11	46	53	-	-	-	7	29	31	-	-	-	-	-	-	-	-	-
Finland	197	543	811	6	14	5	-	-	-	168	421	655	1	10	10	12	32	46	10	66	95
France	522	3,402	4,253	79	772	489	2	20	16	327	1,485	2,135	24	89	73	46	141	197	104	892	1,343
Germany	363	1,150	1,830	8	38	54	-	-	-	309	901	1,461	7	21	24	19	56	88	20	134	203
Greece	207	1,156	1,747	12	51	29	-	-	-	174	976	1,512	-	-	-	6	21	36	15	108	170
Guatemala	1	3	3	-	-	-	-	-	-	1	3	3	16	64	57	-	-	-	11	-	221
Honduras	81	435	611	-	-	-	2	11	9	52	220	324	3	9	8	-	-	-	-	-	-
Hungary	2	2	3	-	-	-	-	2	-	6	16	24	3	8	8	-	-	-	-	-	-
Iceland	13	34	38	3	7	4	1	2	-	5	20	29	1	8	8	-	-	-	1	-	2
Indonesia	8	35	42	1	6	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

[illegible]

	£11,000	more tons and 450,000 deadweight tons.	23 transports, hospital ships, etc., of 233,000 gross tons and
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22 Comprised of 51 combination passenger and cargo ships of 614,000 gross tons and 450,000 deadweight tons, 25 tankers, 25 trampships, 25 cargo ships

159,000 deadweight tons; 182 freighters of 1,410,000 gross tons and 1,420,000 deadweight tons and 618 boats of 100 tons and over.

2/ Includes 78 ships of 503,000 gross tons and 738,000 deadweight tons converted for use as store ships, repair hospital ships, etc.

MERCHANT FLEETS OF THE WORLD AS OF DECEMBER 31, 1953

(Tonnage in Thousands)

TYPE OF VESSEL

Flag	Total			Combination Passenger and Cargo			Combination Passenger and Cargo Refrigerated			Freighters			Freighters-Refrigerated			Bulk Carriers			Tankers (Including Whaling Tankers)		
	Num-ber	Gross Tons	Dead-weight Tons	Num-ber	Gross Tons	Dead-weight Tons	Num-ber	Gross Tons	Dead-weight Tons	Num-ber	Gross Tons	Dead-weight Tons	Num-ber	Gross Tons	Dead-weight Tons	Num-ber	Gross Tons	Dead-weight Tons	Num-ber	Gross Tons	Dead-weight Tons
Total - All Flags	14,370	85,102	119,427	1,241	9,193	7,140	63	889	621	9,589	48,602	72,140	333	2,040	2,224	593	1,988	3,107	2,551	22,390	34,195
United States ^{1/}	3,439	25,835	37,199	2/254	2,298	2,015	2	14	9	3/2,623	18,476	27,193	4/49	295	301	52	338	645	2/459	4,414	7,096
The British Commonwealth of Nations	3,017	19,075	25,110	282	2,385	1,640	46	753	522	1,734	9,246	13,481	136	1,221	1,402	250	623	910	569	4,847	7,155
United Kingdom	2,505	16,858	22,179	188	1,983	1,362	44	743	515	1,390	7,831	11,994	132	1,200	1,378	219	509	744	532	4,592	6,786
Canada	116	557	696	33	108	44	-	-	-	60	298	422	-	-	-	1	2	3	22	149	227
Australia	121	441	595	14	87	54	-	-	-	88	282	432	-	-	-	19	72	109	-	-	-
New Zealand	53	198	229	6	38	15	2	10	7	39	134	186	-	-	-	5	13	18	1	3	3
India	88	423	615	12	55	63	-	-	-	75	363	545	-	-	-	1	5	7	-	-	-
Union of South Africa	13	72	104	-	-	-	-	-	-	13	72	104	-	-	-	-	-	-	-	-	-
Pakistan	27	154	213	3	25	18	-	-	-	20	112	168	1	3	4	1	5	8	2	9	15
Others	94	372	479	26	89	84	-	-	-	49	154	230	3	18	20	4	17	21	12	94	124
Arabia	2	5	4	2	5	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Argentina	146	907	1,370	20	125	89	3	38	29	67	391	577	6	18	18	4	6	8	46	329	449
Belgium	76	420	575	11	94	88	-	-	-	57	270	406	1	3	3	1	1	2	6	52	76
Brazil	196	770	1,096	30	120	121	-	-	-	133	465	693	-	-	-	6	16	22	27	169	260
Burma	4	13	17	1	2	1	-	-	-	3	11	16	-	-	-	-	-	-	-	-	-
Bulgaria	4	10	19	-	-	-	-	-	-	4	10	19	-	-	-	-	-	-	-	-	-
Chile	44	184	252	6	25	29	-	-	-	23	95	129	-	-	-	14	53	77	1	11	17
China	150	440	621	10	30	20	-	-	-	111	347	517	1	3	4	5	10	15	23	50	65
Colombia	16	52	72	-	-	-	-	-	-	14	48	66	-	-	-	-	6	-	2	4	6
Costa Rica	36	179	272	1	2	2	-	-	-	29	144	218	-	-	-	2	9	16	4	24	36
Cuba	11	26	34	1	3	2	-	-	-	9	22	31	-	-	-	1	1	1	-	-	-
Czechoslovakia	1	6	11	-	-	-	-	-	-	1	6	11	-	-	-	-	-	-	-	-	-
Denmark	319	1,385	2,007	24	78	66	2	3	3	234	876	1,285	10	26	31	11	27	40	38	375	582
Dominican Republic	5	14	19	-	-	-	-	-	-	4	12	16	-	-	-	-	-	-	1	1	2
Ecuador	8	17	22	1	1	1	-	-	-	6	15	19	-	-	-	-	-	-	1	1	2
Egypt	23	99	119	13	62	76	-	-	-	10	37	43	-	-	-	-	-	-	-	-	-
Finland	202	576	863	6	14	5	-	-	-	170	442	685	-	-	-	14	37	53	12	83	120
France	600	3,523	4,334	84	811	496	3	42	25	333	1,493	2,139	27	103	79	47	144	199	106	930	1,396
Germany	469	1,549	2,452	12	60	81	-	-	-	399	1,227	1,981	9	25	31	22	74	120	27	163	239
Greece	193	1,102	1,640	14	62	32	-	-	-	159	907	1,397	-	-	-	5	16	27	15	117	184
Guatemala	1	3	3	-	-	-	-	-	-	1	3	3	-	-	-	-	-	-	-	-	-
Honduras	66	383	547	-	-	-	-	-	-	39	174	266	16	69	60	-	-	-	11	140	221
Hungary	2	2	3	-	-	-	-	-	-	2	2	3	-	-	-	-	-	-	-	-	-
Iceland	14	35	39	3	7	4	1	2	2	7	17	25	3	9	8	-	-	-	-	-	-
Indonesia	11	38	46	3	8	5	-	-	-	6	21	31	1	8	8	-	-	-	1	1	2

Ireland	14	44	65	1	2	2	-	-	-	-	-	45	31	11	-	2	11	18	-	-
Israel	24	117	167	2	17	11	-	-	-	-	-	156	100	22	-	40	72	119	112	901
Italy	556	3,342	4,498	76	665	453	-	-	-	-	-	2,468	1,633	337	29	38	108	176	66	1,389
Japan	567	2,973	4,382	17	93	453	-	33	-	-	-	3,285	2,128	475	-	25	22	36	66	615
Korea	18	63	92	2	3	4	-	-	-	-	-	75	50	13	-	-	-	-	3	10
Liberia	182	1,808	2,816	2	25	10	-	-	-	-	-	769	514	81	-	-	4	5	97	1,265
Mexico	29	150	213	18	-	-	-	-	-	-	-	19	18	7	-	5	6	8	19	121
Morocco	7	27	39	-	-	-	-	-	-	-	-	22	15	5	-	-	1	2	11	181
Netherlands	498	2,987	3,897	96	714	645	-	-	-	-	-	2,328	1,630	297	-	-	4	7	103	639
Nicaragua	4	7	11	-	-	-	-	-	-	-	-	11	7	4	-	-	-	-	-	917
Norway	1,020	6,093	9,190	32	133	86	2	4	2	2	21	3,525	2,263	580	-	65	82	114	367	3,546
Panama	540	3,953	5,931	19	171	111	-	-	-	-	7	2,148	1,434	264	-	17	108	176	224	2,223
Peru	23	87	115	4	22	23	-	-	-	-	80	57	16	16	-	1	3	5	2	5
Philippines	23	94	130	4	11	8	-	-	-	-	16	74	109	16	-	9	9	13	-	-
Poland	63	257	357	1	14	6	-	-	-	-	49	198	292	49	-	9	14	20	3	21
Portugal	91	437	536	21	169	126	-	-	-	-	63	209	323	63	-	-	-	-	7	59
Rumania	8	32	39	1	7	2	-	-	-	-	7	25	37	7	-	-	-	-	-	87
Spain	277	1,040	1,382	41	223	181	-	-	-	-	194	609	914	194	-	5	35	52	29	167
Sweden	598	2,419	3,572	34	228	194	-	-	-	-	435	1,206	1,910	435	-	61	214	315	74	715
Switzerland	24	120	190	-	-	-	-	-	-	-	22	106	168	22	-	-	-	-	2	14
Syria	1	1	2	-	-	-	-	-	-	-	1	1	8	1	-	-	-	-	-	-
Thailand	7	12	18	1	3	3	-	-	-	-	5	13	8	7	-	-	-	-	1	1
Turkey	115	400	539	29	114	93	-	-	-	-	77	236	370	77	-	-	4	5	7	46
Uruguay	9	52	81	2	10	11	-	-	-	-	5	22	37	5	-	-	-	-	2	20
U.S.S.R.	504	1,528	2,003	70	351	297	-	-	-	-	362	946	1,422	362	-	47	30	46	45	163
Venezuela	53	171	242	3	4	4	-	-	-	-	11	35	48	11	-	-	10	23	36	122
Yugoslavia	56	226	353	4	19	26	-	-	-	-	49	189	297	49	-	-	4	8	2	14
Unknown	4	14	21	1	3	4	-	-	-	-	3	11	17	3	-	-	-	-	-	-

1/ Includes U.S. Government-owned ships transferred to the following flags under lend-lease or other agreements and still remaining under U.S. registries by subsequent arrangements. For purposes of this table they have been excluded from those registries.

Total	91	545	823	1	5	5	-	-	-	-	-	790	522	87	-	-	2	11	17	1	7
Philippines	8	27	38	-	-	-	-	-	-	-	8	27	38	8	-	-	-	-	-	-	-
U.S.S.R.	83	518	785	1	5	5	-	-	-	-	79	495	752	79	-	-	2	11	17	1	7

2/ Comprised of 47 combination passenger and cargo ships of 536,000 gross tons and 406,000 deadweight tons, 26 transports, hospital ships, etc., of 292,000 gross tons and 192,000 deadweight tons; 181 freighters of 1,470,000 gross tons and 1,417,000 deadweight tons originally constructed as cargo ships but converted to transports, hospital ships, etc.

3/ Includes 97 ships of 648,000 gross tons and 942,000 deadweight tons converted for use as store ships, repair ships, tenders, etc.

4/ Includes 10 ships of 34,000 gross tons and 65,000 deadweight tons converted for use as store ships.

5/ Includes 13 tank ships of 33,000 gross tons and 46,000 deadweight tons converted for use as distilling ships.

(Tonnage in Thousands)

40

[illegible]

1/ Includes U.S. Government-owned ships transferred to the following flags under lend-lease or other agreements and still remaining under these registries by subsequent arrangements. For purposes of this table they have been excluded from these registries.

Total	91	545	823	1	5	5	-	-	87	522	790	-	2	11	17	1	7	11
Philippines	8	27	38	-	-	-	-	-	8	27	38	-	-	-	-	-	-	-
U.S.S.R.	83	518	785	1	5	5	-	-	79	495	752	-	2	11	17	1	7	11

1
MERCHANT FLEETS OF THE WORLD AS OF DECEMBER 31, 1955

(Tonnage in Thousands)

Country of Registry	T y p e o f V e s s e l																				
	Combination Passenger and Cargo			Combination Passenger and Cargo Refrigerated			Freighters			Freighters-Refrigerated			Bulk Carriers			Tankers (Including Whaling Tankers)					
	Num-ber	Gross Tons	Dead-weight Tons	Num-ber	Gross Tons	Dead-weight Tons	Num-ber	Gross Tons	Dead-weight Tons	Num-ber	Gross Tons	Dead-weight Tons	Num-ber	Gross Tons	Dead-weight Tons	Num-ber	Gross Tons	Dead-weight Tons			
Total - All Flags	15,148	92,944	129,975	1,228	9,315	6,747	62	818	550	10,105	51,697	76,141	341	2,101	2,277	653	2,628	4,081	2,759	26,385	40,179
United States 1/	3,304	25,250	35,539	247	2,300	1,686	2	14	9	2,547	18,109	26,290	49	300	295	44	320	589	415	4,207	6,670
The British Commonwealth of Nations	3,060	19,843	25,972	267	2,379	1,572	43	707	482	1,752	9,426	13,601	139	1,245	1,423	277	792	1,126	582	5,294	7,768
United Kingdom	2,526	17,601	22,984	181	2,033	1,352	41	697	475	1,384	7,940	11,418	134	1,223	1,397	237	636	905	549	5,072	7,437
Canada	81	331	366	29	90	27	-	-	-	32	119	155	-	-	-	2	5	7	18	117	177
Australia	132	487	642	14	84	50	2	10	7	89	284	422	-	-	-	3	7	9	1	3	3
New Zealand	53	199	226	6	38	11	-	-	-	41	141	196	-	-	-	-	-	-	1	16	25
India	96	468	691	9	45	54	-	-	-	87	423	637	-	-	-	-	-	-	1	10	14
Union of South Africa	18	101	141	2	3	3	-	-	-	15	82	113	1	3	5	1	4	8	2	10	14
Pakistan	23	135	190	2	17	11	-	-	-	17	101	152	4	19	21	5	21	27	11	76	112
Others	131	521	732	24	69	64	-	-	-	87	336	508	4	19	21	5	21	27	11	76	112
Argentina	146	906	1,171	19	115	87	4	47	33	67	386	566	6	18	17	4	6	8	46	334	460
Belgium	75	462	635	10	93	87	-	-	-	53	249	373	2	7	6	-	-	-	10	113	169
Brazil	194	766	1,077	30	120	121	-	-	-	129	446	661	-	-	-	8	31	46	27	169	249
Burma	6	23	30	2	4	3	-	-	-	4	19	27	-	-	-	-	-	-	-	-	-
Bulgaria	5	12	22	-	-	-	-	-	-	5	12	22	-	-	-	-	-	-	-	-	-
Ceylon	1	2	3	-	-	-	-	-	-	1	2	3	-	-	-	-	-	-	-	-	-
Chile	54	218	297	6	25	29	-	-	-	30	118	159	-	-	-	17	64	93	1	11	16
China	140	416	584	9	25	16	-	-	-	103	331	485	-	-	-	6	15	23	22	45	60
Colombia	19	63	90	-	-	-	-	-	-	17	59	84	-	-	-	-	-	-	2	4	6
Costa Rica	112	463	721	-	-	-	-	-	-	97	416	647	-	-	-	13	32	52	2	15	22
Cuba	9	23	31	1	3	2	-	-	-	6	18	26	-	-	-	1	1	1	1	1	2
Czechoslovakia	3	17	26	-	-	-	-	-	-	3	17	26	-	-	-	-	-	-	-	-	-
Denmark	315	1,547	2,240	24	76	60	2	3	3	226	905	1,319	9	25	29	5	13	18	49	525	811
Dominican Republic	7	22	24	1	8	5	-	-	-	5	12	16	-	-	-	-	-	-	1	1	2
Ecuador	8	20	28	1	1	1	-	-	-	5	17	24	1	1	1	-	-	-	1	1	2
Egypt	25	115	131	13	62	63	-	-	-	10	37	43	-	-	-	-	-	-	2	16	25
Ethiopia	1	2	2	-	-	-	-	-	-	1	2	2	-	-	-	-	-	-	-	-	-
Finland	227	701	1,053	6	14	6	-	-	-	188	506	780	1	2	2	16	44	66	16	135	199
France	570	3,663	4,546	76	774	449	2	25	10	309	1,383	1,954	24	97	74	39	123	167	120	1,261	1,892
Germany	652	2,494	3,826	21	150	164	-	-	-	548	1,860	2,944	14	39	46	27	120	187	42	325	485

Greece	201	1,180	1,717	19	106	62	1	3	2	160	917	1,413	-	75	-	5	16	27	16	138	213
Honduras	58	353	500	-	-	-	-	-	-	29	134	207	-	67	-	-	-	-	-	144	226
Hungary	2	2	3	-	-	-	-	-	-	2	2	3	-	9	-	-	-	-	-	-	-
Iceland	16	38	44	3	7	4	1	1	2	9	21	30	-	8	-	-	-	-	-	1	2
Indonesia	12	51	58	6	23	21	-	-	-	4	19	27	-	8	-	-	-	-	-	-	-
Ireland	15	45	66	-	-	-	-	-	-	11	30	43	-	-	-	3	12	19	3	3	4
Israel	27	126	170	4	29	20	-	-	-	21	83	128	-	-	-	-	-	-	-	14	22
Italy	598	3,811	5,141	76	697	418	1	3	3	363	1,805	2,736	9	32	-	22	96	152	127	1,178	1,800
Japan	622	3,436	5,007	25	118	124	1	-	-	505	2,513	3,671	7	45	-	9	61	97	76	699	1,082
Korea	24	78	115	2	3	4	-	-	-	17	61	91	-	-	-	1	2	3	4	12	17
Lebanon	4	11	16	1	2	2	-	-	-	3	9	14	-	12	-	-	-	348	-	-	-
Liberia	486	1,608	7,203	9	66	40	-	-	-	270	1,777	2,663	3	12	-	17	167	-	187	2,586	4,137
Mexico	28	148	213	-	-	-	-	-	-	6	13	15	2	5	-	1	6	8	19	124	184
Monaco	1	4	6	-	-	-	-	-	-	1	4	6	-	-	-	-	-	-	-	-	-
Morocco	7	19	28	-	-	-	-	-	-	5	9	13	-	-	-	-	-	-	2	10	15
Netherlands	535	3,403	4,491	92	700	617	-	-	-	323	1,736	2,463	-	-	-	1	3	4	119	964	1,407
Nicaragua	5	11	16	-	-	-	-	-	-	5	11	16	-	-	-	-	-	-	-	-	-
Norway	1,102	7,145	10,740	28	121	82	4	12	4	612	2,496	3,836	17	52	-	20	137	189	421	4,327	6,578
Panama	513	3,876	5,856	16	139	85	-	-	-	274	1,524	2,292	5	11	-	28	147	249	190	2,055	3,217
Peru	22	81	113	2	10	11	-	-	-	16	59	84	-	-	-	1	3	5	3	9	13
Philippines	20	77	103	3	8	7	-	-	-	14	65	89	-	-	-	2	3	5	1	1	2
Poland	68	290	402	2	23	15	-	-	-	53	221	328	3	10	-	7	15	20	3	21	30
Portugal	87	427	516	20	171	129	1	1	1	58	185	283	-	-	-	-	-	-	8	70	103
Rumania	8	32	40	1	7	2	-	-	-	7	25	38	-	-	-	-	-	-	-	-	-
Saudi Arabia	2	32	49	1	3	2	-	-	-	-	-	-	-	-	-	-	-	-	1	29	47
Spain	291	1,111	1,474	43	226	183	-	-	-	198	631	942	2	5	-	14	40	56	34	209	285
Sweden	571	2,586	3,813	32	196	172	-	-	-	397	1,191	1,879	18	70	-	43	312	442	81	817	1,246
Switzerland	17	84	133	-	-	-	-	-	-	17	84	133	-	-	-	-	-	-	-	-	-
Syria	2	3	4	-	-	-	-	-	-	2	3	4	-	-	-	-	-	-	-	-	-
Thailand	7	12	17	1	3	3	-	-	-	5	8	12	-	-	-	-	-	-	1	1	2
Turkey	135	489	662	30	120	86	-	-	-	96	318	497	-	-	-	2	4	5	7	47	74
Uruguay	10	58	88	1	8	10	1	2	1	6	27	44	-	-	-	-	-	-	2	21	33
U.S.S.R.	604	1,830	2,426	70	356	264	-	-	-	443	1,127	1,691	8	33	-	16	29	46	67	285	385
Venezuela	50	201	301	2	2	3	-	-	-	11	41	62	-	-	-	3	10	22	34	148	214
Yemen	1	1	2	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Yugoslavia	61	246	378	4	18	24	-	-	-	54	210	324	-	-	-	1	4	8	2	14	22
Unknown	3	11	16	1	3	4	-	-	-	2	8	12	-	-	-	-	-	-	-	-	-

1/ Includes U.S. Government-owned ships transferred to the following flags under lend-lease or other agreements and still remaining under these registries by subsequent arrangements. For purposes of this table they have been excluded from these registries.

Total	89	539	815	1	5	5	-	-	-	85	516	782	-	-	-	2	11	17	1	7	11
Philippines	6	21	30	-	-	-	-	-	-	6	21	30	-	-	-	-	-	-	-	-	-
U.S.S.R.	83	518	785	1	5	5	-	-	-	79	495	752	-	-	-	2	11	17	1	7	11

MERCHANT FLEETS OF THE WORLD AS OF DECEMBER 31, 1956
(Tonnage in Thousands)

Country of Registry	T y p e o f V e s s e l										Freighters- Refrigerated				Bulk Carriers				Tankers (Including Whaling Tankers)							
	Total		Combination Passenger and Cargo		Combination Passenger and Cargo		Freighters		Freighters- Refrigerated														Bulk Carriers		Tankers (Including Whaling Tankers)	
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber													Gross Tons	Dead- weight Tons	Num- ber	Gross Tons
<u>Total - All Flags</u>	<u>15,615</u>	<u>97,665</u>	<u>136,880</u>	<u>1,236</u>	<u>9,378</u>	<u>6,778</u>	<u>59</u>	<u>804</u>	<u>536</u>	<u>10,425</u>	<u>53,863</u>	<u>79,151</u>	<u>357</u>	<u>2,187</u>	<u>2,357</u>	<u>3,246</u>	<u>5,122</u>	<u>2,834</u>	<u>28,187</u>	<u>42,936</u>						
<u>United States Flag</u>	<u>3,108</u>	<u>24,013</u>	<u>33,674</u>	<u>247</u>	<u>2,318</u>	<u>1,702</u>	<u>2</u>	<u>14</u>	<u>9</u>	<u>2,400</u>	<u>17,201</u>	<u>24,948</u>	<u>46</u>	<u>277</u>	<u>273</u>	<u>40</u>	<u>303</u>	<u>373</u>	<u>3,900</u>	<u>6,178</u>						
<u>Privately Owned</u>	<u>1,059</u>	<u>9,189</u>	<u>13,537</u>	<u>36</u>	<u>465</u>	<u>354</u>	<u>2</u>	<u>14</u>	<u>9</u>	<u>618</u>	<u>4,591</u>	<u>6,646</u>	<u>22</u>	<u>137</u>	<u>125</u>	<u>40</u>	<u>303</u>	<u>341</u>	<u>3,679</u>	<u>5,839</u>						
<u>Government Owned</u>	<u>2,049</u>	<u>14,824</u>	<u>20,137</u>	<u>211</u>	<u>1,853</u>	<u>1,348</u>	-	-	-	<u>1,782</u>	<u>12,610</u>	<u>18,302</u>	<u>24</u>	<u>140</u>	<u>148</u>	-	-	<u>32</u>	<u>221</u>	<u>- 339</u>						
<u>Reserve Fleet</u>	<u>1,889</u>	<u>13,523</u>	<u>18,458</u>	<u>197</u>	<u>1,648</u>	<u>1,220</u>	-	-	-	<u>1,665</u>	<u>11,750</u>	<u>17,077</u>	<u>12</u>	<u>60</u>	<u>65</u>	-	-	<u>15</u>	<u>65</u>	<u>96</u>						
<u>Other 1/</u>	<u>160</u>	<u>1,301</u>	<u>1,679</u>	<u>14</u>	<u>205</u>	<u>128</u>	-	-	-	<u>117</u>	<u>860</u>	<u>1,225</u>	<u>12</u>	<u>80</u>	<u>83</u>	-	-	<u>17</u>	<u>156</u>	<u>243</u>						
<u>The British Common- wealth of Nations</u>	<u>3,079</u>	<u>20,248</u>	<u>26,493</u>	<u>264</u>	<u>2,380</u>	<u>1,585</u>	<u>41</u>	<u>694</u>	<u>469</u>	<u>1,758</u>	<u>9,506</u>	<u>13,639</u>	<u>143</u>	<u>1,277</u>	<u>1,460</u>	<u>282</u>	<u>913</u>	<u>1,307</u>	<u>5,478</u>	<u>8,033</u>						
<u>United Kingdom</u>	<u>2,525</u>	<u>17,874</u>	<u>23,314</u>	<u>178</u>	<u>2,039</u>	<u>1,362</u>	<u>39</u>	<u>684</u>	<u>462</u>	<u>1,373</u>	<u>7,916</u>	<u>11,315</u>	<u>134</u>	<u>1,231</u>	<u>1,401</u>	<u>242</u>	<u>760</u>	<u>1,088</u>	<u>5,244</u>	<u>7,686</u>						
<u>Canada</u>	<u>81</u>	<u>332</u>	<u>369</u>	<u>30</u>	<u>91</u>	<u>28</u>	-	-	-	<u>32</u>	<u>119</u>	<u>156</u>	-	-	-	<u>3</u>	<u>6</u>	<u>9</u>	<u>16</u>	<u>176</u>						
<u>Australia</u>	<u>119</u>	<u>452</u>	<u>598</u>	<u>12</u>	<u>74</u>	<u>45</u>	-	-	-	<u>80</u>	<u>264</u>	<u>391</u>	-	-	-	<u>27</u>	<u>114</u>	<u>162</u>	-	-						
<u>New Zealand</u>	<u>55</u>	<u>206</u>	<u>237</u>	<u>5</u>	<u>34</u>	<u>10</u>	<u>2</u>	<u>10</u>	<u>7</u>	<u>45</u>	<u>155</u>	<u>212</u>	-	-	-	<u>2</u>	<u>4</u>	<u>5</u>	<u>3</u>	-						
<u>India</u>	<u>105</u>	<u>524</u>	<u>767</u>	<u>11</u>	<u>52</u>	<u>63</u>	-	-	-	<u>92</u>	<u>456</u>	<u>681</u>	-	-	-	-	-	-	<u>2</u>	<u>16</u>						
<u>Union of South Africa</u>	<u>20</u>	<u>110</u>	<u>153</u>	<u>2</u>	<u>3</u>	<u>3</u>	-	-	-	<u>17</u>	<u>91</u>	<u>126</u>	-	-	-	-	-	-	<u>1</u>	<u>16</u>						
<u>Pakistan</u>	<u>23</u>	<u>135</u>	<u>186</u>	<u>3</u>	<u>20</u>	<u>12</u>	-	-	-	<u>17</u>	<u>101</u>	<u>152</u>	<u>1</u>	<u>3</u>	<u>5</u>	<u>1</u>	<u>4</u>	<u>8</u>	<u>1</u>	<u>7</u>						
<u>Others</u>	<u>151</u>	<u>615</u>	<u>869</u>	<u>23</u>	<u>67</u>	<u>62</u>	-	-	-	<u>102</u>	<u>404</u>	<u>606</u>	<u>8</u>	<u>43</u>	<u>54</u>	<u>7</u>	<u>25</u>	<u>35</u>	<u>11</u>	<u>76</u>						
<u>Argentina</u>	<u>146</u>	<u>901</u>	<u>1,171</u>	<u>19</u>	<u>111</u>	<u>87</u>	<u>4</u>	<u>46</u>	<u>33</u>	<u>66</u>	<u>382</u>	<u>558</u>	<u>6</u>	<u>18</u>	<u>18</u>	<u>4</u>	<u>6</u>	<u>8</u>	<u>47</u>	<u>338</u>						
<u>Belgium</u>	<u>76</u>	<u>496</u>	<u>672</u>	<u>11</u>	<u>107</u>	<u>97</u>	-	-	-	<u>54</u>	<u>276</u>	<u>405</u>	<u>2</u>	<u>6</u>	<u>6</u>	-	-	-	<u>9</u>	<u>109</u>						
<u>Brazil</u>	<u>194</u>	<u>762</u>	<u>1,078</u>	<u>29</u>	<u>119</u>	<u>120</u>	-	-	-	<u>130</u>	<u>453</u>	<u>676</u>	-	-	-	<u>8</u>	<u>31</u>	<u>46</u>	<u>27</u>	<u>159</u>						
<u>Burma</u>	<u>6</u>	<u>23</u>	<u>30</u>	<u>2</u>	<u>4</u>	<u>3</u>	-	-	-	<u>4</u>	<u>19</u>	<u>27</u>	-	-	-	-	-	-	-	-						
<u>Bulgaria</u>	<u>6</u>	<u>20</u>	<u>32</u>	-	-	-	-	-	-	<u>6</u>	<u>20</u>	<u>32</u>	-	-	-	-	-	-	-	-						
<u>Ceylon</u>	<u>1</u>	<u>2</u>	<u>3</u>	-	-	-	-	-	-	<u>1</u>	<u>2</u>	<u>3</u>	-	-	-	-	-	-	-	-						
<u>Chile</u>	<u>53</u>	<u>215</u>	<u>290</u>	<u>7</u>	<u>28</u>	<u>31</u>	-	-	-	<u>30</u>	<u>119</u>	<u>159</u>	-	-	-	<u>15</u>	<u>57</u>	<u>84</u>	<u>1</u>	<u>11</u>						
<u>China</u>	<u>152</u>	<u>457</u>	<u>630</u>	<u>18</u>	<u>41</u>	<u>25</u>	-	-	-	<u>106</u>	<u>341</u>	<u>497</u>	-	-	-	<u>5</u>	<u>12</u>	<u>20</u>	<u>23</u>	<u>63</u>						
<u>Colombia</u>	<u>19</u>	<u>63</u>	<u>90</u>	-	-	-	-	-	-	<u>17</u>	<u>59</u>	<u>84</u>	-	-	-	-	-	-	<u>2</u>	<u>4</u>						
<u>Costa Rica</u>	<u>123</u>	<u>506</u>	<u>793</u>	-	-	-	-	-	-	<u>110</u>	<u>467</u>	<u>729</u>	-	-	-	<u>12</u>	<u>31</u>	<u>52</u>	<u>1</u>	<u>8</u>						
<u>Cuba</u>	<u>8</u>	<u>21</u>	<u>31</u>	<u>1</u>	<u>2</u>	<u>3</u>	-	-	-	<u>5</u>	<u>17</u>	<u>26</u>	-	-	-	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>						
<u>Czechoslovakia</u>	<u>3</u>	<u>17</u>	<u>26</u>	-	-	-	-	-	-	<u>3</u>	<u>17</u>	<u>26</u>	-	-	-	-	-	-	-	-						
<u>Denmark</u>	<u>317</u>	<u>1,618</u>	<u>2,333</u>	<u>24</u>	<u>76</u>	<u>60</u>	<u>2</u>	<u>3</u>	<u>3</u>	<u>225</u>	<u>943</u>	<u>1,361</u>	<u>9</u>	<u>25</u>	<u>29</u>	<u>7</u>	<u>18</u>	<u>26</u>	<u>50</u>	<u>553</u>						
<u>Dominican Republic</u>	<u>7</u>	<u>22</u>	<u>24</u>	<u>1</u>	<u>8</u>	<u>5</u>	-	-	-	<u>5</u>	<u>12</u>	<u>16</u>	-	-	-	<u>1</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>3</u>						
<u>Ecuador</u>	<u>7</u>	<u>19</u>	<u>26</u>	-	-	-	-	-	-	<u>5</u>	<u>17</u>	<u>23</u>	<u>1</u>	<u>1</u>	<u>1</u>	-	-	-	<u>1</u>	<u>1</u>						

(Tonnage in Thousands)

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MERCHANT FLEETS OF THE WORLD AS OF DECEMBER 31, 1958
(Tonnage in Thousands)

COUNTRY OF REGISTRY	T Y P E O F V E S S E L																					
	COMBINATION PASSENGER AND CARGO				COMBINATION PAS- SENGER AND CARGO REFRIGERATED				FREIGHTERS				FREIGHTERS- REFRIGERATED				BULK CARRIERS			TANKERS -INCLUDING WHALING TANKERS-		
	NUMBER	GROSS TONS	DEAD- WEIGHT TONS	NUM- BER	GROSS TONS	OEAO- WEIGHT TONS	NUM- BER	GROSS TONS	DEAO- WEIGHT TONS	NUM- BER	GROSS TONS	DEAO- WEIGHT TONS	NUM- BER	GROSS TONS	DEAO- WEIGHT TONS	NUM- BER	GROSS TONS	DEAO- WEIGHT TONS	NUM- BER	GROSS TONS	OEAO- WEIGHT TONS	
TOTAL ALL FLAGS	16,966	112,314	158,047	1,227	9,554	6,693	48	702	456	11,203	58,926	85,928	391	2,369	2,526	868	4,997	7,764	3,229	35,766	54,680	
UNITED STATES FLAG	3,061	24,247	33,652	279	2,679	1,898	-	-	-	2,296	16,516	23,847	42	250	254	41	312	577	403	4,490	7,076	
PRIVATELY OWNED	1,007	9,213	13,429	42	552	380	-	-	-	573	4,338	6,198	18	110	106	41	312	577	333	3,901	6,168	
GOVERNMENT OWNED	2,054	15,035	20,223	237	2,128	1,518	-	-	-	1,723	12,178	17,649	24	140	148	-	-	-	70	589	908	
RESERVE FLEET	1,997	14,648	19,738	234	2,095	1,499	-	-	-	1,681	11,893	17,255	15	81	88	-	-	-	67	579	896	
OTHER 1/	57	387	485	3	33	19	-	-	-	42	285	394	9	59	60	-	-	-	3	10	12	
THE BRITISH COMMON- WEALTH OF NATIONS	3,136	21,416	28,074	247	2,240	1,478	34	611	401	1,770	9,715	13,760	155	1,384	1,558	315	1,307	1,834	615	6,159	9,043	
UNITED KINGDOM	2,522	18,655	24,372	163	1,910	1,264	32	601	394	1,338	7,835	11,030	144	1,308	1,465	264	1,070	1,509	581	5,931	8,710	
AUSTRALIA	131	536	697	13	77	47	-	-	-	81	262	381	-	-	-	36	184	254	1	13	15	
CANADA	64	253	263	29	89	27	-	-	-	16	51	65	-	-	-	3	6	9	16	107	162	
CEYLON	2	3	3	-	-	-	-	-	-	2	3	5	-	-	-	-	-	-	-	-	-	
GHANA	1	5	9	-	-	-	-	-	-	1	5	9	-	-	-	-	-	-	-	-	-	
INDIA	123	650	943	10	51	57	-	-	-	111	583	863	-	-	-	-	-	-	2	16	23	
NEW ZEALAND	59	218	251	5	34	10	2	10	7	48	165	224	1	2	2	2	4	5	1	3	3	
OTHER COLONIES	180	785	1,093	24	71	69	-	-	-	126	545	804	10	74	90	9	39	50	11	56	80	
PAKISTAN	26	150	218	1	4	2	-	-	-	23	134	199	-	-	-	1	5	8	1	7	9	
UNION OF SOUTH AFRICA	28	162	225	2	3	3	-	-	-	24	132	181	-	-	-	-	-	-	2	27	41	
ALBANIA	1	3	3	-	-	-	-	-	-	1	3	3	-	-	-	-	-	-	-	-	-	
ARGENTINA	146	907	1,185	18	109	87	4	47	33	68	391	574	6	18	18	3	4	6	47	338	467	
BELGIUM	86	615	827	10	106	93	-	-	-	58	325	469	4	13	13	2	13	18	12	158	234	
BRAZIL	201	789	1,121	27	107	106	-	-	-	137	464	693	-	-	-	8	33	47	29	185	275	
BULGARIA	9	29	48	-	-	-	-	-	-	9	29	48	-	-	-	-	-	-	-	-	-	
BURMA	6	23	30	2	4	3	-	-	-	4	19	27	-	-	-	-	-	-	-	-	-	
CHILE	49	202	271	5	17	15	-	-	-	29	117	157	-	-	-	14	57	82	1	11	17	
CHINA	174	573	792	20	45	28	-	-	-	124	431	625	-	-	-	5	16	25	25	81	114	
COLOMBIA	24	89	129	-	-	-	-	-	-	22	85	123	-	-	-	-	-	-	2	4	6	
COSTA RICA	121	516	798	1	2	1	-	-	-	105	474	735	-	-	-	14	32	50	1	8	12	
CUBA	16	47	66	-	-	-	-	-	-	13	43	61	-	-	-	1	1	1	2	3	4	
CZECHOSLOVAKIA	5	34	47	-	-	-	-	-	-	5	34	47	-	-	-	-	-	-	-	-	-	
DENMARK	357	1,924	2,745	25	84	70	2	3	3	253	1,087	1,552	12	36	42	6	15	22	59	699	1,056	
DOMINICAN REPUBLIC	5	13	18	-	-	-	-	-	-	4	11	15	-	-	-	-	-	-	1	2	3	
ECUADOR	7	19	27	-	-	-	-	-	-	6	18	25	-	-	-	-	-	-	1	1	2	
ETHIOPIA	2	3	5	-	-	-	-	-	-	2	3	5	-	-	-	-	-	-	-	-	-	
FINLAND	224	687	1,055	7	15	6	-	-	-	185	481	760	-	-	-	16	49	74	16	142	215	
FRANCE	624	4,212	5,398	60	620	329	2	25	10	353	1,619	2,235	30	126	98	38	141	193	141	1,681	2,533	
GERMANY - WEST	866	3,866	5,660	23	217	178	1	2	1	718	2,716	4,147	28	90	95	46	368	532	50	473	707	
GERMANY - EAST	16	85	128	2	14	17	-	-	-	12	56	89	-	-	-	-	-	-	2	15	22	

GREECE	289	1,776	2,554	21	115	56	1	3	2	230	1,400	2,101	-	-	12	43	68	25	215	327
GUATEMALA	1	2	3	-	-	-	-	-	-	-	-	2	3	17	-	-	-	-	-	-
HONDURAS	39	174	218	-	-	-	-	-	-	21	92	143	-	74	-	-	-	1	8	11
HUNGARY	5	6	7	-	-	-	-	-	-	5	6	7	-	-	-	-	-	-	-	-
ICELAND	17	51	65	3	7	4	-	-	-	9	21	31	4	11	13	-	-	1	12	17
INDONESIA	29	85	98	9	32	28	-	-	-	17	38	53	1	8	-	-	-	2	7	9
IRELAND	23	103	146	-	-	-	-	-	-	18	76	106	-	-	-	3	12	19	15	21
ISRAEL	36	215	263	6	54	27	-	-	-	27	133	193	-	-	-	-	-	2	28	43
ITALY	718	4,775	6,503	79	729	412	-	-	-	441	2,255	3,403	13	50	37	239	354	148	1,502	2,285
JAPAN	870	5,282	7,723	21	104	113	-	-	-	718	3,838	5,582	9	51	56	21	156	248	101	1,133
KOREA	32	111	166	2	3	4	-	-	-	25	93	142	-	-	-	1	2	3	4	13
LEBANON	15	43	68	1	2	2	-	-	-	12	33	52	-	-	-	2	8	14	-	-
LIBERIA	1,020	11,253	17,790	8	71	56	1	2	2	533	3,852	5,720	3	11	6	63	670	1,374	6,647	10,632
MEXICO	30	161	228	-	-	-	-	-	-	8	23	27	2	5	5	1	6	8	19	127
MONACO	1	4	6	-	-	-	-	-	-	1	4	6	-	-	-	-	-	-	-	-
MOROCCO	7	12	18	-	-	-	-	-	-	7	12	18	-	-	-	-	-	-	-	-
NETHERLANDS	580	4,140	5,465	77	682	573	-	-	-	364	2,072	2,866	4	24	23	13	148	213	122	1,214
NICARAGUA	6	17	24	-	-	-	-	-	-	6	17	24	-	-	-	-	-	-	-	1,790
NORWAY	1,288	9,503	14,142	29	123	67	2	9	3	714	3,351	4,977	-	66	64	43	419	599	478	5,535
PANAMA	546	4,540	6,609	19	132	86	-	-	-	287	1,519	2,298	3	7	7	41	279	463	196	2,403
PERU	23	87	125	1	6	8	-	-	-	18	68	98	-	-	-	1	3	5	3	10
PHILIPPINES	25	91	130	4	8	8	-	-	-	19	81	119	-	-	-	1	1	2	1	1
POLAND	94	425	595	2	23	15	-	-	-	75	335	487	3	10	9	8	17	23	6	40
PORTUGAL	86	446	543	19	170	126	-	-	-	58	179	273	-	-	-	-	-	-	9	97
RUMANIA	8	32	39	1	7	2	-	-	-	7	25	37	-	-	-	-	-	-	-	144
SAUDI ARABIA	10	48	72	1	1	-	-	-	-	6	14	21	-	-	-	2	4	4	1	29
SPAIN	314	1,272	1,668	45	245	180	-	-	-	211	678	1,004	2	5	8	14	41	57	42	303
SWEDEN	584	3,276	4,751	27	182	141	-	-	-	378	1,311	2,007	22	97	96	51	454	626	106	1,232
SWITZERLAND	19	107	163	-	3	3	-	-	-	18	97	149	-	-	-	1	10	14	-	-
THAILAND	5	11	15	1	3	-	-	-	-	4	8	12	-	-	-	-	-	-	-	-
TUNISIA	2	7	12	-	-	-	-	-	-	2	7	12	-	-	-	-	-	-	-	-
TURKEY	140	544	713	33	143	95	-	-	-	97	336	517	-	-	-	-	-	-	-	-
UNITED ARAB	33	145	175	12	61	62	-	-	-	18	60	75	-	-	-	2	4	5	8	61
URUGUAY	15	67	97	1	8	10	1	2	1	10	34	50	-	-	-	-	-	-	3	24
U. S. S. R. 2/	774	2,789	3,809	72	364	273	-	-	-	566	1,832	2,712	9	35	42	35	109	152	3	23
VENEZUELA	46	221	340	-	-	-	-	-	-	12	45	69	-	-	-	-	5	38	92	449
VIET NAM	1	3	5	-	-	-	-	-	-	83	337	525	-	-	-	-	17	29	159	630
YUGOSLAVIA	96	402	618	6	23	28	-	-	-	1	3	5	-	-	-	2	10	17	5	32
UNKNOWN	3	11	16	1	3	4	-	-	-	2	8	12	-	-	-	-	-	-	-	48

Note: Tonnage figures are not additive since the detailed figures have been rounded to the nearest thousand.

1/ This is comprised of vessels under general agency agreement, bareboat charter, and in the custody of the Departments of Defense, State and Interior.

2/ Includes the following U.S. Government-owned ships transferred to U.S.S.R. under lend-lease agreement and still remaining under that registry:

U.S.S.R. -LEND-LEASE-	83	519	785	1	5	5	-	-	-	79	496	752	-	-	2	11	17	1	7	11
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Data for Iron Curtain countries incomplete.

CONSTRUCTION

MAJOR WORLD FLEETS AND OTHERS

SHIPS DELIVERED FROM UNITED STATES SHIPYARDS DURING THE CALENDAR YEAR 1958

Name of Ship	Type & Design	Builder & M.A. Hull Number	Shipyard	Owner	Flag	Keel Laid	Launched	Delivered
MOBIL LUBE	Tanker	1663	Bethlehem Steel Co., S.B. Division, Quincy, Mass.	Soco Mobil Oil Co.	United States	5-15-57	10-11-57	1-10-58
ATLANTIS	Tanker	4560	Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland	Petrol Shipping Corp.	United States	3-18-57	11-20-57	2-20-58
GULFPRINCE	Tanker	4554	Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland	Blackships, Inc.	United States	3-11-57	12- 3-57	3-14-58
ESSO LEVINGTON	Tanker	528	Newport News S.B. & D.D. Co., Newport News, Va.	Esso Shipping Co.	United States	7-29-57	1-28-58	4-25-58
TRINIDAD	Tanker	4556	Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland	Texas Co. (Panama), Inc.	Panamanian	4-29-57	2-27-58	5-29-58
SANTA ROSA	Comb. P2-S2-11a	521	Newport News S.B. & D.D. Co., Newport News, Va.	Grace Lines, Inc.	United States	1-15-57	8-28-57	6-12-58
ARLETTA S. LIVANOS	Tanker	529	Newport News S.B. & D.D. Co., Newport News, Va.	Ocean Tanker Line, Ltd.	Liberian	7-29-57	3-21-58	6-30-58
ATLANTIC ENTERPRISE	Tanker	604	Sun Shipbuilding & Dry Dock Co., Chester, Pa.	Philadelphia & Northern S.S.Co.	United States	5-14-57	3-26-58	7-11-58
WORLD BANNER	Tanker	4558	Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland	World Eamer Corp.	Liberian	7-29-57	4- 9-58	7-11-58
GULFKNIGHT	Tanker	4555	Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland	Blackships, Inc.	United States	10-14-57	4-29-58	8-11-58
OLYMPIC EAGLE	Tanker	1661	Bethlehem Steel Co., S.B. Division, Quincy, Mass.	Greenwich Panama, S.A.	Liberian	5-16-57	5- 6-58	8-27-58
G.S. LIVANOS	Tanker	530	Newport News S.B. & D.D. Co., Newport News, Va.	Ocean Tanker Line, Ltd.	Liberian	9-30-57	6- 5-58	8-27-58
ATLAS	Tanker	519	New York Shipbuilding Corp., Camden, N.J.	Tankers & Tramps Corp.	United States	8- 5-57	5-17-58	8-28-58
ERASIL	Comb. P2-S2-9a	467	Ingalls Shipbuilding Corp., Pascagoula, Miss.	Moore-McCormack Lines, Inc.	United States	7- 6-56	12-16-57	9- 4-58
SANTA PAULA	Comb. P2-S2-11a	522	Newport News S.B. & D.D. Co., Newport News, Va.	Grace Lines, Inc.	United States	4- 9-57	1- 9-58	10- 9-58
EAGLE COURIER	Tanker T5-S-12b	52	Ingalls Shipbuilding Corp., Pascagoula, Miss.	Eagle Carriers, Inc.	United States	7-29-57	6-20-58	10-10-58
SANSINENA	Tanker	1030	Newport News S.B. & D.D. Co., Newport News, Va.	Barracuda Tanker Corp.	Liberian	10- 7-57	8- 7-58	10-24-58
ATLANTIC ENDEAVOR	Tanker	531	Sun Shipbuilding & Dry Dock Co., Chester, Pa.	Philadelphia & Northern S.S.Co.	United States	8-20-57	7-17-58	10-24-58
HANS ISBRANDTSEN	Tanker	605	Bethlehem Pacific Coast Steel Corp., S.E. Division, San Francisco, California	Isbrandtsen Tankers, Inc.	United States	10- 1-57	7-10-58	10-30-58
EAGLE TRANSPORTER	Tanker T5-S-12b	5483	Ingalls Shipbuilding Corp., Pascagoula, Miss.	Terminal Transport Corp.	United States	1-10-58	7-31-58	11-14-58
KINGS POINT	Tanker	1031	Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Maryland	Paragon Oil Co., Inc.	United States	12-11-57	9- 9-58	11-25-58
OLYMPIC FALCON	Tanker	4559	Bethlehem Steel Co., S.E. Division, Quincy, Mass.	Occidental Shipping Co., S.A.	Liberian	10-14-57	10-10-58	12- 8-58
ARGENTINA	Comb. P2-S2-9a	1662	Ingalls Shipbuilding Corp., Pascagoula, Miss.	Moore-McCormack Lines, Inc.	United States	10-18-56	3-12-58	12- 9-58
SISTER KAT INGO	Tanker	468	Bethlehem Pacific Coast Steel Corp., S.E. Division, San Francisco, California	Nautilus Petroleum Carriers Corp.	United States	12- 9-57	9-19-58	12-23-58
SAROULA	Tanker	50	Ingalls Shipbuilding Corp., Pascagoula, Miss.	The Skouras Lines, Inc.	United States	3-21-58	10-11-58	12-31-58

SHIPS DELIVERED FROM NEW CONSTRUCTION FOR UNITED STATES FLAG REGISTRY
JANUARY 1, 1949-DECEMBER 31, 1958

(Tonnage in Thousands)

Country in Which Built	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
Total	118	1,763	2,538	45	512	569	73	1,251	1,969
United States	118	1,763	2,538	45	512	569	73	1,251	1,969

SHIPS CONSTRUCTED IN UNITED STATES 1949-1958

(Tonnage in Thousands)

Year	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
1949	33	540	857	-	-	-	33	540	857
1950	24	381	615	1	3	6	23	378	609
1951	10	147	182	6	76	66	4	71	116
1952	16	239	300	8	111	96	8	128	204
1953	37	493	752	15	138	202	22	355	550
1954	36	548	868	10	92	135	26	456	733
1955	7	94	131	3	38	43	4	56	88
1956	7	98	159	2	7	15	5	91	144
1957	11	236	373	-	-	-	11	236	373
1958	25	524	794	4	61	33	21	463	761

Note: Tonnage figures are not additive since the detail figures have been rounded to the nearest thousand.

SHIPS DELIVERED FROM NEW CONSTRUCTION FOR DANISH FLAG REGISTRY
JANUARY 1, 1949-DECEMBER 31, 1958

(Tonnage in Thousands)

Country in Which Built	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
Total	218	1,386	2,017	163	733	1,006	55	653	1,011
Denmark	135	816	1,166	114	541	735	21	275	431
Germany	24	121	171	23	110	154	1	11	17
Japan	18	196	295	4	19	26	14	177	269
United Kingdom	13	65	94	8	27	38	5	38	56
Sweden	12	116	177	3	16	23	9	100	154
Netherlands	8	11	16	8	11	16	-	-	-
Belgium	5	51	84	-	-	-	5	51	84
Italy	2	7	11	2	7	11	-	-	-
Norway	1	2	3	1	2	3	-	-	-

SHIPS CONSTRUCTED IN DENMARK 1949-1958

(Tonnage in Thousands)

Year	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
1949	19	80	118	17	60	85	2	20	33
1950	19	108	153	15	67	87	4	42	66
1951	20	124	177	14	65	87	6	59	92
1952	16	88	121	11	39	45	5	49	76
1953	21	135	187	15	71	91	6	64	96
1954	19	125	182	13	61	84	6	64	98
1955	20	135	199	16	76	109	4	59	90
1956	18	114	166	16	80	114	2	34	52
1957	20	165	236	16	104	139	4	61	97
1958	26	211	322	18	86	126	8	125	196

Note: Tonnage figures are not additive since the detail figures have been rounded to the nearest thousand.

SHIPS DELIVERED FROM NEW CONSTRUCTION FOR FRENCH FLAG REGISTRY
JANUARY 1, 1949-DECEMBER 31, 1958

(Tonnage in Thousands)

Country in Which Built	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
Total	350	2,569	3,358	267	1,369	1,555	83	1,199	1,803
France	261	2,008	2,551	207	1,164	1,289	54	843	1,262
Netherlands	41	196	282	29	74	102	12	122	180
Denmark	15	178	273	4	26	35	11	152	238
United Kingdom	9	58	63	7	43	41	2	15	22
Sweden	8	74	111	4	8	10	4	66	101
Germany	7	14	21	7	14	21	-	-	-
Canada	6	24	32	6	24	32	-	-	-
Japan	2	12	18	2	12	18	-	-	-
Belgium	1	4	7	1	4	7	-	-	-

SHIPS CONSTRUCTED IN FRANCE 1949-1958

(Tonnage in Thousands)

Year	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
1949	16	99	127	14	72	91	2	27	37
1950	25	139	181	21	98	123	4	41	59
1951	28	148	182	26	125	149	2	23	33
1952	32	252	258	29	198	178	3	54	80
1953	28	220	211	24	180	152	4	40	59
1954	26	271	385	13	68	77	13	203	308
1955	35	351	504	21	114	149	14	237	355
1956	33	233	318	29	143	181	4	90	137
1957	45	454	649	33	191	245	12	263	404
1958	39	407	577	27	178	229	12	229	348

Note: Tonnage figures are not additive since the detail figures have been rounded to the nearest thousand.

SHIPS DELIVERED FROM NEW CONSTRUCTION FOR GERMAN FLAG REGISTRY
JANUARY 1, 1949-DECEMBER 31, 1958

(Tonnage in Thousands)

Country in Which Built	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
Total	637	2,822	4,140	607	2,551	3,738	30	271	402
Germany	636	2,819	4,137	606	2,548	3,735	30	271	402
Finland	1	3	3	1	3	3	-	-	-

Note: According to the records in Ship Data Branch, there were no ships delivered to German Flag during the year 1949.

SHIPS CONSTRUCTED IN GERMANY 1949-1958

(Tonnage in Thousands)

Year	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
1949	1	11	15	1	11	15	-	-	-
1950	39	75	114	39	75	114	-	-	-
1951	69	221	345	68	220	342	1	2	3
1952	97	456	686	80	288	435	17	168	251
1953	129	650	987	109	415	631	20	235	356
1954	131	848	1,263	97	413	600	34	435	663
1955	134	779	1,118	113	494	682	21	285	436
1956	152	883	1,208	146	809	1,096	6	74	112
1957	150	1,066	1,560	139	866	1,255	11	200	305
1958	168	1,254	1,792	149	976	1,372	19	278	420

Note: Tonnage figures are not additive since the detail figures have been rounded to the nearest thousand.

SHIPS DELIVERED FROM NEW CONSTRUCTION FOR ITALIAN FLAG REGISTRY
JANUARY 1, 1949-DECEMBER 31, 1958

(Tonnage in Thousands)

Country in Which Built	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
Total	159	1,615	2,114	100	780	845	59	835	1,269
Italy	155	1,578	2,061	99	777	843	56	801	1,218
Germany	4	37	53	1	3	2	3	34	51

SHIPS CONSTRUCTED IN ITALY 1949-1958

(Tonnage in Thousands)

Year	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
1949	12	65	68	12	65	68	-	-	-
1950	17	67	78	17	67	78	-	-	-
1951	12	121	96	11	103	70	1	18	26
1952	18	161	127	14	112	53	4	49	74
1953	15	131	157	9	50	29	6	81	128
1954	22	292	411	2	30	12	20	262	399
1955	16	122	184	8	55	83	8	67	101
1956	30	249	367	23	153	221	7	96	146
1957	39	403	558	32	260	341	7	143	217
1958	37	506	735	22	187	251	15	319	484

Note: Tonnage figures are not additive since the detail figures have been rounded to the nearest thousand.

SHIPS DELIVERED FROM NEW CONSTRUCTION FOR JAPANESE FLAG REGISTRY
JANUARY 1, 1949-DECEMBER 31, 1958

(Tonnage in Thousands)

Country in Which Built	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
Total	505	3,703	5,353	441	2,876	4,066	64	827	1,287
Japan	505	3,703	5,353	441	2,876	4,066	64	827	1,287

SHIPS CONSTRUCTED IN JAPAN 1949-1958

(Tonnage in Thousands)

Year	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
1949	24	86	128	24	86	128	-	-	-
1950	34	220	323	29	161	235	5	59	88
1951	71	436	621	54	332	474	17	104	148
1952	63	480	687	53	365	509	10	115	178
1953	64	688	1,036	33	235	326	31	453	710
1954	40	370	597	29	249	405	11	121	192
1955	47	449	695	35	277	426	12	172	269
1956	121	1,420	2,264	87	714	1,135	34	706	1,129
1957	174	2,140	3,271	115	914	1,314	59	1,226	1,957
1958	186	2,156	3,355	131	973	1,426	55	1,183	1,929

Note: Tonnage figures are not additive since the detail figures have been rounded to the nearest thousand.

SHIPS DELIVERED FROM NEW CONSTRUCTION FOR LIBERIAN FLAG REGISTRY
JANUARY 1, 1949-DECEMBER 31, 1958

(Tonnage in Thousands)

Country in Which Built	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
Total	432	6,762	10,861	184	1,868	3,024	248	4,894	7,838
Japan	216	3,824	6,250	97	1,127	1,874	119	2,697	4,376
United Kingdom	76	819	1,225	46	374	544	30	445	681
Germany	61	789	1,284	24	223	391	37	566	892
United States	25	531	878	-	-	-	25	531	878
Netherlands	15	164	244	7	49	71	8	115	173
Sweden	13	196	309	3	31	51	10	165	258
France	10	254	394	-	-	-	10	254	394
Belgium	8	109	166	-	-	-	8	109	166
Italy	3	28	41	3	28	41	-	-	-
Yugoslavia	4	36	51	4	36	51	-	-	-
Norway	1	12	18	-	-	-	1	12	18

Note: Tonnage figures are not additive since the detail figures have been rounded to the nearest thousand.

There are no shipbuilding facilities in Liberia.

SHIPS DELIVERED FROM NEW CONSTRUCTION FOR NETHERLANDS FLAG REGISTRY
JANUARY 1, 1949-DECEMBER 31, 1958

(Tonnage in Thousands)

Country in Which Built	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
Total	268	2,074	2,809	195	1,231	1,570	73	843	1,239
Netherlands	204	1,598	2,142	147	889	1,099	57	708	1,043
Germany	32	239	336	29	207	289	3	32	47
United Kingdom	19	121	158	13	90	117	6	31	41
Japan	4	47	71	-	-	-	4	47	71
France	3	12	17	3	12	17	-	-	-
Belgium	2	14	21	-	-	-	2	14	21
Italy	2	24	34	2	24	34	-	-	-
Norway	1	9	13	1	9	13	-	-	-
Sweden	1	11	16	-	-	-	1	11	16

SHIPS CONSTRUCTED IN NETHERLANDS 1949-1958

(Tonnage in Thousands)

Year	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
1949	27	138	159	26	129	147	1	8	12
1950	25	157	212	17	75	94	8	82	119
1951	28	190	236	22	120	133	6	70	104
1952	30	183	248	19	75	88	11	108	160
1953	39	259	340	28	131	153	11	128	187
1954	50	312	456	33	144	207	17	168	249
1955	51	398	571	28	88	124	23	310	447
1956	37	331	467	27	167	219	10	164	248
1957	55	463	606	45	293	348	10	170	258
1958	54	468	664	38	238	314	16	230	350

Note: Tonnage figures are not additive since the detail figures have been rounded to the nearest thousand.

SHIPS DELIVERED FROM NEW CONSTRUCTION FOR NORWEGIAN FLAG REGISTRY
JANUARY 1, 1949-DECEMBER 31, 1958

(Tonnage in Thousands)

Country in Which Built	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
Total	856	7,135	10,520	473	2,583	3,592	383	4,552	6,928
Sweden	255	2,403	3,638	124	755	1,079	131	1,649	2,559
Norway	216	1,181	1,762	144	519	751	72	661	1,012
United Kingdom	179	1,794	2,590	65	440	578	114	1,355	2,012
Germany	106	932	1,338	77	534	738	29	398	600
Netherlands	30	315	453	15	92	110	15	222	343
Denmark	29	187	275	19	84	118	10	104	157
France	12	119	170	10	85	117	2	35	53
Belgium	11	88	123	6	23	27	5	64	96
Italy	8	27	39	8	27	39	-	-	-
Japan	7	84	125	2	19	28	5	65	97
Other Colonies	2	3	4	2	3	4	-	-	-
Finland	1	2	3	1	2	3	-	-	-

SHIPS CONSTRUCTED IN NORWAY 1949-1958

(Tonnage in Thousands)

Year	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
1949	19	49	75	16	44	68	3	5	7
1950	17	43	63	16	42	60	1	2	3
1951	16	55	84	11	30	47	5	25	37
1952	23	95	147	16	45	70	7	50	77
1953	22	99	151	12	46	72	10	53	79
1954	24	123	187	15	54	82	9	69	105
1955	23	139	201	15	55	73	8	84	128
1956	23	173	247	16	86	113	7	87	134
1957	31	211	316	20	77	110	11	134	206
1958	26	226	342	14	61	88	12	165	254

Note: Tonnage figures are not additive since the detail figures have been rounded to the nearest thousand.

SHIPS DELIVERED FROM NEW CONSTRUCTION FOR PANAMANIAN FLAG REGISTRY
JANUARY 1, 1949-DECEMBER 31, 1958

(Tonnage in Thousands)

Country in Which Built	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
Total	100	1,349	2,076	33	254	403	67	1,094	1,673
United Kingdom	28	315	481	10	66	112	18	250	369
Germany	17	171	252	8	52	75	9	119	176
Japan	16	286	445	2	26	38	14	260	407
Italy	15	226	344	7	64	99	8	162	245
United States	10	195	310	-	-	-	10	195	310
Sweden	8	73	118	5	39	66	3	34	53
France	3	38	60	1	8	13	2	30	46
Netherlands	3	45	66	-	-	-	3	45	66

Note: Tonnage figures are not additive since the detail figures have been rounded to the nearest thousand.

There are no shipbuilding facilities in Panama.

SHIPS DELIVERED FROM NEW CONSTRUCTION FOR SWEDISH FLAG REGISTRY
JANUARY 1, 1949-DECEMBER 31, 1958

(Tonnage in Thousands)

Country in Which Built	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
Total	272	2,076	2,934	186	1,007	1,318	86	1,069	1,615
Sweden	207	1,648	2,388	133	732	995	74	915	1,393
Germany	32	156	219	28	104	143	4	52	76
United Kingdom	8	67	82	4	23	26	4	44	57
Belgium	6	38	53	5	26	36	1	11	17
Denmark	6	41	62	5	28	42	1	12	20
Finland	3	12	15	3	12	15	-	-	-
Italy	3	45	34	2	32	15	1	13	19
France	2	23	36	1	2	3	1	22	33
Yugoslavia	2	19	26	2	19	26	-	-	-
Japan	1	4	7	1	4	7	-	-	-
Netherlands	1	22	10	1	22	10	-	-	-
Norway	1	2	3	1	2	3	-	-	-

SHIPS CONSTRUCTED IN SWEDEN 1949-1958

(Tonnage in Thousands)

Year	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
1949	54	298	459	36	148	228	18	150	232
1950	52	357	532	27	123	169	25	234	364
1951	50	378	575	22	92	132	28	287	444
1952	52	420	640	19	63	88	33	357	552
1953	55	467	692	26	136	189	29	331	503
1954	57	512	767	26	135	190	31	377	577
1955	54	472	697	35	204	289	19	268	408
1956	51	462	669	37	255	348	14	207	321
1957	59	632	945	34	232	322	25	400	623
1958	59	695	1,033	32	249	350	27	446	683

Note: Tonnage figures are not additive since the detail figures have been rounded to the nearest thousand.

SHIPS DELIVERED FROM NEW CONSTRUCTION FOR UNITED KINGDOM FLAG REGISTRY
JANUARY 1, 1949 - DECEMBER 31, 1958

(Tonnage in Thousands)

Country in Which Built	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
Total	1,160	9,381	12,604	847	5,491	6,891	313	3,890	5,713
United Kingdom	1,085	8,761	11,702	790	5,217	6,507	295	3,544	5,194
Germany	39	256	369	32	124	173	7	132	196
Netherlands	10	72	109	8	31	47	2	41	62
Canada	4	41	58	4	41	58	-	-	-
France	3	23	34	3	23	34	-	-	-
Japan	3	54	78	1	13	16	2	41	62
Other Colonies	3	18	20	3	18	20	-	-	-
Belgium	2	34	51	-	-	-	2	34	51
Finland	2	7	7	2	7	7	-	-	-
Italy	2	47	73	-	-	-	2	47	73
Norway	2	4	5	2	4	5	-	-	-
Sweden	2	39	58	-	-	-	2	39	58
Denmark	1	12	18	-	-	-	1	12	18
Spain	1	7	13	1	7	13	-	-	-
Yugoslavia	1	7	11	1	7	11	-	-	-

SHIPS CONSTRUCTED IN UNITED KINGDOM 1949-1958

(Tonnage in Thousands)

Year	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
1949	196	1,234	1,630	157	875	1,108	39	359	521
1950	173	1,292	1,748	115	717	913	58	575	835
1951	151	1,298	1,727	81	519	591	70	779	1,136
1952	150	1,229	1,711	94	570	734	56	659	977
1953	152	1,243	1,746	85	492	639	67	751	1,107
1954	167	1,426	1,919	106	679	823	61	747	1,096
1955	143	1,204	1,658	98	615	789	45	589	869
1956	152	1,389	1,893	116	842	1,073	36	547	820
1957	144	1,325	1,795	114	840	1,068	30	485	727
1958	161	1,411	1,972	124	860	1,149	37	551	823

Note: Tonnage figures are not additive since the detail figures have been rounded to the nearest thousand.

SHIPS CONSTRUCTED IN THE WORLD 1949-1958

(Tonnage in Thousands)

Year	Total			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead weight Tons
1949 _____	443	2,791	3,901	341	1,639	2,139	102	1,152	1,762
1950 _____	445	2,933	4,138	312	1,479	1,939	133	1,454	2,199
1951 _____	475	3,240	4,383	329	1,740	2,156	146	1,500	2,227
1952 _____	520	3,719	5,065	361	1,944	2,380	159	1,775	2,685
1953 _____	608	4,579	6,501	392	2,042	2,657	216	2,537	3,844
1954 _____	620	5,064	7,374	377	2,038	2,762	243	3,026	4,612
1955 _____	566	4,342	6,230	394	2,117	2,898	172	2,225	3,332
1956 _____	676	5,639	8,165	535	3,400	4,710	141	2,239	3,455
1957 _____	794	7,454	10,801	607	4,073	5,539	187	3,381	5,262
1958 _____	885	8,469	12,459	646	4,299	5,943	239	4,168	6,511

Note: Tonnage figures are not additive since the detail figures have been rounded to the nearest thousand.

STATUS OF UNITED STATES SUBSIDIZED OPERATORS' SHIP REPLACEMENT AND RELATED ACTIVITIES
AS OF DECEMBER 31, 1958

Ships to Be Contracted by 1977

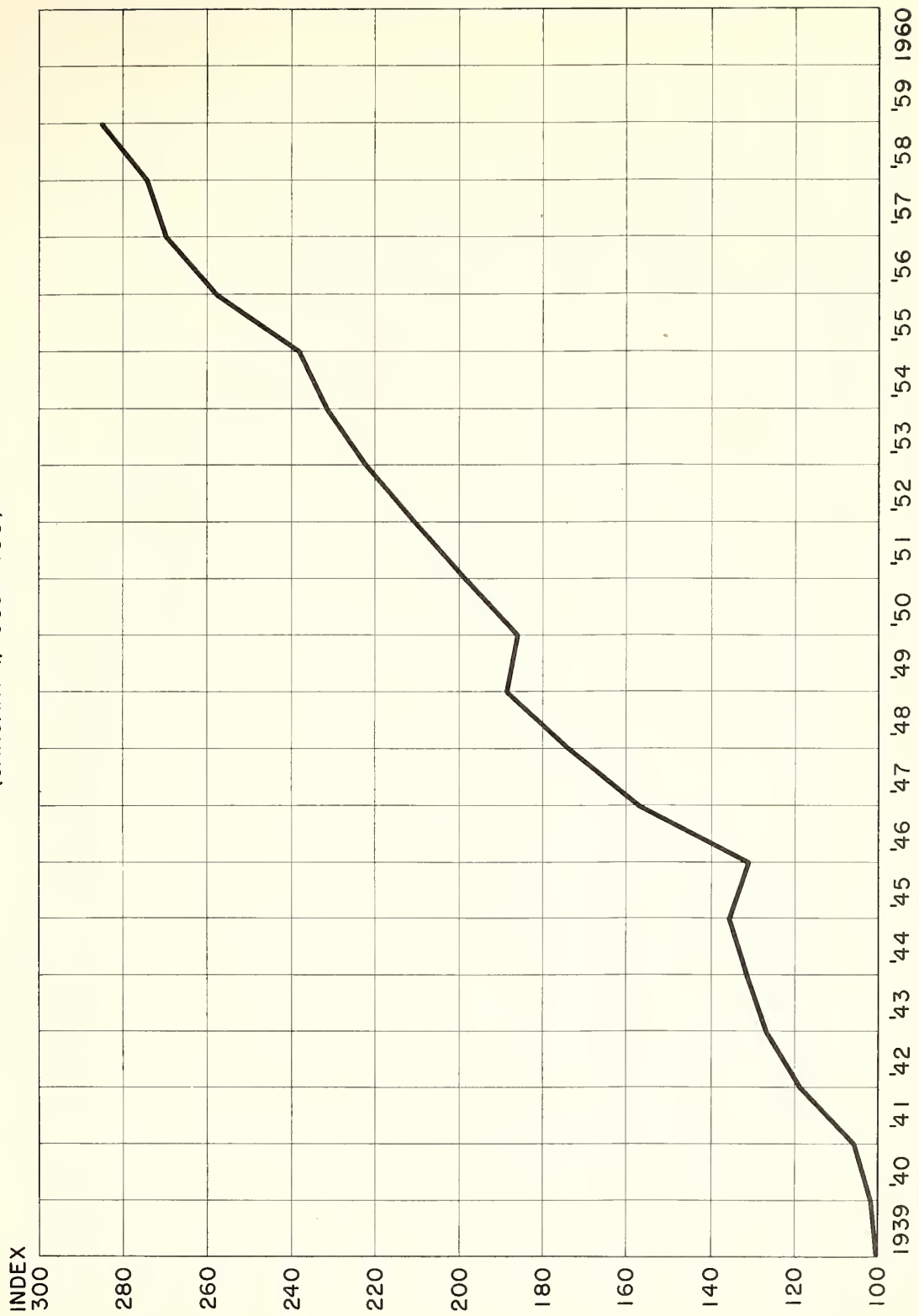
OPERATOR	VESSELS REQUIRED TO BE CONSTRUCTED UNDER OPERATING DIFFERENTIAL SUBSIDY CONTRACTS				Estimated Total Cost As of 12/31/58 (\$ Million)
	Freight	Passenger	Combination	Total	
American Banner Lines, Inc.	-	1	-	1	28.0
American Export Lines, Inc.	24	-	4	28	396.8
American Mail Line, Ltd.	9	-	-	9	144.0
American President Lines, Ltd.	14	3	4	21	617.4
Farrell Lines Incorporated	14 or (16)	-	2 or (0)	16	216.0
Grace Line Incorporated	16	-	11*	27	466.4
Gulf & So. American S.S. Co., Inc.	5	-	-	5	59.0
Lykes Bros. Steamship Co., Inc.	53	-	-	53	625.4
Mississippi Shipping Co., Inc.	11 or (14)	-	3 or (0)	14	179.2
Moore-McCormack Lines, Inc.	43	-	2*	45	605.0
The Oceanic Steamship Company	4	-	-	4	47.2
Pacific Far East Line, Inc.	9	-	-	9	157.5
States Steamship Company	13	-	-	13	208.0
United States Lines Company (a)	46	1	-	47	751.0
Total	261 or 266	5	22 or 17	292	\$ 4,500.9

(a) Includes 2 chartered Liberty's and SS AMERICA but no Mariners.

* 2 Completed

INDEX OF ESTIMATED SHIPBUILDING COSTS IN THE UNITED STATES

(JANUARY 1, 1939 = 100)



Note: Plotted as of January 1st for each year.

Source of Data: OFFICE OF SHIP CONSTRUCTION
April 1, 1959

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1949

(Tonnage in thousands)

Country for Which Built	Total			COUNTRY IN WHICH BUILT								
				United States			United Kingdom			Sweden		
	No.	G.T.	DWT.	No.	G.T.	Dwt.	No.	G.T.	DWT.	No.	G.T.	DWT.

SUMMARY--ALL VESSEL TYPES

Total	418	2,693	3,758	33	540	857	196	1,234	1,630	54	298	459
United States	3	52	80	3	52	80	-	-	-	-	-	-
United Kingdom	113	764	991	-	-	-	113	764	991	-	-	-
Sweden	15	47	68	-	-	-	4	6	9	10	33	50
Netherlands	24	119	149	-	-	-	4	28	37	-	-	-
Norway	98	556	809	-	-	-	26	188	274	38	227	351
Denmark	21	93	136	-	-	-	7	30	41	3	25	38
France	31	173	230	-	-	-	2	10	10	1	1	2
Italy	5	32	24	-	-	-	-	-	-	-	-	-
All Others	108	856	1,269	30	489	777	40	208	268	2	12	18

COMBINATION PASSENGER AND CARGO VESSELS

Total	41	335	297	-	-	-	17	182	154	4	12	10
United States	-	-	-	-	-	-	-	-	-	-	-	-
United Kingdom	9	127	113	-	-	-	9	127	113	-	-	-
Sweden	-	-	-	-	-	-	-	-	-	-	-	-
Netherlands	9	50	56	-	-	-	-	-	-	-	-	-
Norway	8	45	36	-	-	-	-	-	-	4	12	10
Denmark	-	-	-	-	-	-	-	-	-	-	-	-
France	1	4	4	-	-	-	-	-	-	-	-	-
Italy	3	29	20	-	-	-	-	-	-	-	-	-
All Others	11	80	69	-	-	-	8	55	42	-	-	-

FREIGHTERS

Total	275	1,207	1,699	-	-	-	140	693	954	32	136	218
United States	-	-	-	-	-	-	-	-	-	-	-	-
United Kingdom	84	458	625	-	-	-	84	458	625	-	-	-
Sweden	12	35	49	-	-	-	4	6	9	7	20	31
Netherlands	12	51	67	-	-	-	2	18	23	-	-	-
Norway	60	237	355	-	-	-	13	55	72	22	102	166
Denmark	19	71	102	-	-	-	6	19	26	2	13	20
France	25	121	156	-	-	-	2	10	10	-	-	-
Italy	2	3	5	-	-	-	-	-	-	-	-	-
All Others	61	231	340	-	-	-	29	127	190	1	1	2

TANKERS

Total	102	1,152	1,762	33	540	857	39	359	521	18	150	232
United States	3	52	80	3	52	80	-	-	-	-	-	-
United Kingdom	20	179	254	-	-	-	20	179	254	-	-	-
Sweden	3	13	19	-	-	-	-	-	-	3	13	19
Netherlands	3	18	26	-	-	-	2	10	14	-	-	-
Norway	30	274	418	-	-	-	13	134	202	12	113	176
Denmark	2	22	34	-	-	-	1	11	15	1	12	19
France	5	48	71	-	-	-	-	-	-	1	1	2
Italy	-	-	-	-	-	-	-	-	-	-	-	-
All Others	36	545	860	30	489	777	3	26	37	1	11	16

Note: Individual tonnage figures are not additive since the detail figures have been rounded to the nearest thousand

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1949

(Tonnage in thousands)

COUNTRY IN WHICH BUILT																	
Netherlands			Norway			Denmark			France			Italy			All Others		
No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.
SUMMARY--ALL VESSEL TYPES																	
27	138	159	19	49	75	19	80	118	16	99	127	12	65	68	42	191	264
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	1	8	10	-	-	-
20	91	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	23	15	19	49	75	5	19	26	-	-	-	3	11	14	5	40	55
-	-	-	-	-	-	10	35	52	-	-	-	-	-	-	1	4	5
3	14	19	-	-	-	2	20	33	16	99	127	-	-	-	7	28	39
-	-	-	-	-	-	-	-	-	-	-	-	5	32	24	-	-	-
2	9	13	-	-	-	2	6	8	-	-	-	3	14	20	29	119	165
COMBINATION PASSENGER AND CARGO VESSELS																	
10	67	62	1	3	3	-	-	-	1	4	4	4	31	22	4	36	42
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	50	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	17	6	1	3	3	-	-	-	-	-	-	1	2	2	1	11	15
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	1	4	4	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	3	29	20	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	25	27
FREIGHTERS																	
16	62	85	15	41	65	17	60	85	13	68	87	8	34	47	34	112	159
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	1	8	10	-	-	-
10	33	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	6	9	15	41	65	5	19	26	-	-	-	2	9	12	2	6	6
-	-	-	-	-	-	10	35	52	-	-	-	-	-	-	1	4	5
3	14	19	-	-	-	-	-	-	13	68	87	-	-	-	7	28	39
-	-	-	-	-	-	-	-	-	-	-	-	2	3	5	-	-	-
2	9	13	-	-	-	2	6	8	-	-	-	3	14	20	24	74	108
TANKERS																	
1	8	12	3	5	7	2	20	33	2	27	37	-	-	-	4	42	63
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	8	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	3	5	7	-	-	-	-	-	-	-	-	-	2	22	33
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	2	20	33	2	27	37	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	20	30

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1950

(Tonnage in thousands)

Registry for which built	Total			COUNTRY IN WHICH BUILT											
				United States			United Kingdom			Sweden			Netherlands		
	No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.

SUMMARY--ALL VESSEL TYPES

Total	445	2,933	4,138	24	381	615	173	1,292	1,748	52	357	532	25	157	212
United States	5	74	116	5	74	116	-	-	-	-	-	-	-	-	-
United Kingdom	115	967	1,152	-	-	-	115	867	1,152	-	-	-	-	-	-
Sweden	19	105	146	-	-	-	2	18	27	17	87	119	-	-	-
Netherlands	22	16	160	-	-	-	8	48	62	1	11	16	13	67	81
Norway	87	601	908	-	-	-	23	203	305	32	249	381	6	53	83
Denmark	21	121	173	-	-	-	4	26	39	-	-	-	-	-	-
France	31	171	226	-	-	-	-	-	-	1	1	2	1	6	8
Italy	4	7	11	-	-	-	-	-	-	-	-	-	-	-	-
Japan	24	145	213	-	-	-	-	-	-	-	-	-	-	-	-
Germany	39	75	114	-	-	-	-	-	-	-	-	-	-	-	-
All Others	78	640	919	19	307	499	21	130	163	1	9	14	5	30	41

COMBINATION PASSENGER AND CARGO SHIPS

Total	47	306	275	-	-	-	18	162	140	2	6	6	2	20	16
United States	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
United Kingdom	14	128	115	-	-	-	14	128	115	-	-	-	-	-	-
Sweden	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Netherlands	2	20	16	-	-	-	-	-	-	-	-	-	2	20	16
Norway	3	7	7	-	-	-	-	-	-	2	6	6	-	-	-
Denmark	2	6	4	-	-	-	-	-	-	-	-	-	-	-	-
France	6	41	46	-	-	-	-	-	-	-	-	-	-	-	-
Italy	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Japan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Germany	3	4	7	-	-	-	-	-	-	-	-	-	-	-	-
All Others	17	98	81	-	-	-	4	34	25	-	-	-	-	-	-

FREIGHTERS

Total	265	1,173	1,664	1	3	6	97	555	773	25	117	163	15	55	78
United States	1	3	6	1	3	6	-	-	-	-	-	-	-	-	-
United Kingdom	71	434	599	-	-	-	71	434	599	-	-	-	-	-	-
Sweden	15	75	102	-	-	-	-	-	-	15	75	102	-	-	-
Netherlands	14	64	83	-	-	-	5	33	43	-	-	-	9	30	40
Norway	40	150	223	-	-	-	7	29	43	9	41	59	2	12	18
Denmark	13	53	73	-	-	-	2	8	12	-	-	-	-	-	-
France	21	88	121	-	-	-	-	-	-	1	1	2	1	6	8
Italy	4	7	11	-	-	-	-	-	-	-	-	-	-	-	-
Japan	21	112	162	-	-	-	-	-	-	-	-	-	-	-	-
Germany	36	71	107	-	-	-	-	-	-	-	-	-	-	-	-
All Others	29	116	177	-	-	-	12	50	75	-	-	-	3	7	12

TANKERS

Total	133	1,454	2,199	23	378	609	58	575	835	25	234	364	8	82	119
United States	4	71	110	4	71	110	-	-	-	-	-	-	-	-	-
United Kingdom	30	305	438	-	-	-	30	305	438	-	-	-	-	-	-
Sweden	4	30	44	-	-	-	2	18	27	2	12	17	-	-	-
Netherlands	6	42	60	-	-	-	3	15	19	1	11	16	2	17	25
Norway	44	444	679	-	-	-	16	174	261	21	203	316	4	42	64
Denmark	6	62	96	-	-	-	2	18	27	-	-	-	-	-	-
France	4	41	59	-	-	-	-	-	-	-	-	-	-	-	-
Italy	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Japan	3	34	51	-	-	-	-	-	-	-	-	-	-	-	-
Germany	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
All Others	32	426	662	19	307	499	5	46	63	1	9	14	2	23	30

Note: Individual tonnage figures are not additive since the detail figures have been rounded to the nearest thousand.

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1950

(Tonnage in thousands)

COUNTRY IN WHICH BUILT																				
Norway			Denmark			France			Italy			Japan			Germany			All Others		
No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.

SUMMARY--ALL SHIP TYPES

17	43	63	19	108	153	25	139	181	17	67	78	34	220	323	39	75	114	20	93	120
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17	43	63	5	31	50	-	-	-	2	4	6	1	14	19	-	-	-	1	3	4
-	-	-	11	60	84	-	-	-	2	7	11	4	28	39	-	-	-	-	-	-
-	-	-	2	13	17	25	139	181	-	-	-	2	12	18	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	4	7	11	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	24	145	213	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	75	114	-	-	-
-	-	-	1	4	2	-	-	-	9	49	50	3	21	35	-	-	-	19	90	116

COMBINATION PASSENGER AND CARGO SHIPS

1	2	1	4	17	14	5	35	38	7	36	31	-	-	-	3	4	7	5	24	22
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	2	6	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	1	7	9	5	35	38	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	1	4	2	-	-	-	7	36	31	-	-	-	3	4	7	-	24	22

FREIGHTERS

15	40	59	11	50	73	16	63	85	10	31	46	29	161	235	36	71	107	10	28	40
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	40	59	4	21	34	-	-	-	2	4	6	-	-	-	-	-	-	1	3	4
-	-	-	6	22	30	-	-	-	2	7	11	3	16	20	-	-	-	-	-	-
-	-	-	1	7	8	16	63	85	-	-	-	2	12	18	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	4	7	11	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	21	112	162	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	71	107	-	-	-
-	-	-	-	-	-	-	-	-	2	12	18	3	21	35	-	-	-	9	25	37

TANKERS

1	2	3	4	42	66	4	41	59	-	-	-	5	59	88	-	-	-	5	41	57
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	2	3	1	10	16	-	-	-	-	-	-	1	14	19	-	-	-	-	-	-
-	-	-	3	32	50	-	-	-	-	-	-	1	12	19	-	-	-	-	-	-
-	-	-	-	-	-	4	41	59	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	3	34	51	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	41	57

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1951

(Tonnage in thousands)

Registry for Which Built	TOTAL			COUNTRY IN WHICH BUILT											
				United States			United Kingdom			Sweden			Netherlands		
	No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.

SUMMARY--ALL SHIP TYPES

Total	475	3,240	4,303	10	147	182	151	1,298	1,727	50	378	575	28	190	236
United States	7	112	120	7	112	120	-	-	-	-	-	-	-	-	-
United Kingdom	90	693	887	-	-	-	90	693	887	-	-	-	-	-	-
Sweden	27	163	234	-	-	-	3	28	32	21	114	172	-	-	-
Netherlands	11	69	78	-	-	-	4	25	31	-	-	-	7	43	46
Norway	72	652	978	-	-	-	29	344	508	20	199	307	3	31	48
Denmark	19	128	189	-	-	-	2	9	14	3	32	49	-	-	-
France	43	246	310	-	-	-	4	29	25	-	-	-	7	45	69
Italy	8	96	76	-	-	-	-	-	-	-	-	-	-	-	-
Japan	57	398	572	-	-	-	-	-	-	-	-	-	-	-	-
Germany	66	211	330	-	-	-	-	-	-	-	-	-	-	-	-
All Others	75	474	609	3	35	62	19	170	231	6	34	48	11	71	73

COMBINATION PASSENGER AND CARGO SHIPS

Total	44	463	305	2	47	24	16	177	109	1	10	9	5	56	37
United States	2	47	24	2	47	24	-	-	-	-	-	-	-	-	-
United Kingdom	10	128	79	-	-	-	10	128	79	-	-	-	-	-	-
Sweden	1	8	2	-	-	-	1	8	2	-	-	-	-	-	-
Netherlands	2	21	16	-	-	-	-	-	-	-	-	-	2	21	16
Norway	3	17	12	-	-	-	1	5	3	1	10	9	-	-	-
Denmark	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
France	5	49	29	-	-	-	1	16	8	-	-	-	-	-	-
Italy	4	67	32	-	-	-	-	-	-	-	-	-	-	-	-
Japan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Germany	3	20	29	-	-	-	-	-	-	-	-	-	-	-	-
All Others	14	107	81	-	-	-	3	20	17	-	-	-	3	35	21

FREIGHTERS

Total	285	1,277	1,851	4	29	42	65	342	482	21	82	123	17	64	96
United States	3	25	36	3	25	36	-	-	-	-	-	-	-	-	-
United Kingdom	50	269	385	-	-	-	50	269	385	-	-	-	-	-	-
Sweden	17	66	94	-	-	-	-	-	-	15	56	82	-	-	-
Netherlands	8	42	54	-	-	-	3	19	23	-	-	-	5	23	30
Norway	18	62	98	-	-	-	1	6	9	5	25	40	-	-	-
Denmark	10	46	63	-	-	-	-	-	-	-	-	-	-	-	-
France	33	137	190	-	-	-	3	12	17	-	-	-	5	17	27
Italy	3	11	18	-	-	-	-	-	-	-	-	-	-	-	-
Japan	51	321	460	-	-	-	-	-	-	-	-	-	-	-	-
Germany	62	189	298	-	-	-	-	-	-	-	-	-	-	-	-
All Others	30	103	155	1	3	6	8	35	48	1	1	2	7	24	38

TANKERS

Total	146	1,500	2,227	4	71	116	70	779	1,136	28	287	444	6	70	104
United States	2	39	60	2	39	60	-	-	-	-	-	-	-	-	-
United Kingdom	30	295	423	-	-	-	30	295	423	-	-	-	-	-	-
Sweden	9	89	137	-	-	-	2	20	30	6	58	90	-	-	-
Netherlands	1	6	8	-	-	-	1	6	8	-	-	-	-	-	-
Norway	51	573	868	-	-	-	27	333	496	14	165	258	3	31	48
Denmark	9	82	126	-	-	-	2	9	14	3	32	49	-	-	-
France	5	60	91	-	-	-	-	-	-	-	-	-	2	28	42
Italy	1	18	26	-	-	-	-	-	-	-	-	-	-	-	-
Japan	6	77	113	-	-	-	-	-	-	-	-	-	-	-	-
Germany	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-
All Others	31	258	373	2	32	56	8	115	166	5	32	46	1	12	14

Note: Tonnage figures are not additive since the detail figures have been rounded to the nearest thousand

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1951

(Tonnage in thousands)

COUNTRY IN WHICH BUILT																				
Norway			Denmark			France			Italy			Japan			Germany			All Others		
No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.	No.	G.T.	DWT.
SUMMARY--ALL SHIP TYPES																				
16	55	84	20	124	177	28	148	182	12	121	96	71	436	621	69	221	345	20	122	158
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	9	13	1	11	17
16	55	84	3	21	29	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
-	-	-	13	76	111	-	-	-	-	-	-	1	11	16	-	-	-	-	-	-
-	-	-	3	23	33	28	148	182	-	-	-	-	-	-	1	1	2	-	-	-
-	-	-	-	-	-	-	-	-	8	96	76	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	57	398	572	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	211	330	-	-	-
-	-	-	1	3	4	-	-	-	4	25	20	13	27	33	-	-	-	18	109	138
COMBINATION PASSENGER AND CARGO SHIPS																				
-	-	-	2	9	11	3	26	13	8	92	52	-	-	-	3	20	29	4	27	22
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	1	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	1	7	9	3	26	13	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	4	67	32	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	4	25	20	-	-	-	3	20	29	4	27	22
FREIGHTERS																				
11	30	47	12	56	76	23	99	136	3	11	18	54	332	474	65	200	313	10	32	46
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	9	13	-	-	-
11	30	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
-	-	-	10	46	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	1	7	9	23	99	136	-	-	-	-	-	-	1	1	2	-	-	-
-	-	-	-	-	-	-	-	-	3	11	18	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	51	321	460	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	189	298	-	-	-
-	-	-	1	3	4	-	-	-	-	-	-	3	10	14	-	-	-	9	31	44
TANKERS																				
5	25	37	6	59	92	2	23	33	1	18	26	17	104	146	1	2	3	6	62	89
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	11	17
5	25	37	2	19	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	3	30	48	-	-	-	-	-	-	1	11	16	-	-	-	-	-	-
-	-	-	1	10	16	2	23	33	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	1	18	26	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	6	77	113	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	10	16	19	-	-	-	5	51	72

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1952

(Tonnage in thousands)

Registry For Which Built	Total			COUNTRY IN WHICH BUILT											
				United States			United Kingdom			Sweden			Netherlands		
	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.

SUMMARY--ALL SHIP TYPES

Total	520	3,719	5,065	16	239	300	150	1,229	1,711	52	420	640	30	183	248
United States	11	165	180	11	165	180	-	-	-	-	-	-	-	-	-
United Kingdom	111	834	1,125	-	-	-	111	834	1,125	-	-	-	-	-	-
Sweden	31	205	306	-	-	-	1	7	10	23	154	233	-	-	-
Netherlands	14	90	115	-	-	-	1	6	9	-	-	-	10	66	80
Norway	57	430	646	-	-	-	10	116	165	16	170	265	1	12	19
Denmark	14	95	135	-	-	-	-	-	-	3	33	51	-	-	-
France	46	323	365	-	-	-	2	15	22	3	16	23	7	24	36
Italy	12	145	108	-	-	-	-	-	-	-	-	-	-	-	-
Japan	59	438	623	-	-	-	-	-	-	-	-	-	-	-	-
Germany	65	213	332	-	-	-	-	-	-	-	-	-	-	-	-
All Others	100	781	1,130	5	74	120	25	251	380	7	47	68	12	81	113

COMBINATION PASSENGER AND CARGO SHIPS

Total	40	436	234	1	53	13	5	66	42	1	3	1	4	29	17
United States	1	53	13	1	53	13	-	-	-	-	-	-	-	-	-
United Kingdom	5	66	42	-	-	-	5	66	42	-	-	-	-	-	-
Sweden	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Netherlands	2	24	16	-	-	-	-	-	-	-	-	-	2	24	16
Norway	2	4	1	-	-	-	-	-	-	-	-	-	-	-	-
Denmark	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
France	11	129	84	-	-	-	-	-	-	-	-	-	-	-	-
Italy	7	95	33	-	-	-	-	-	-	-	-	-	-	-	-
Japan	1	9	11	-	-	-	-	-	-	-	-	-	-	-	-
Germany	1	7	10	-	-	-	-	-	-	-	-	-	-	-	-
All Others	10	49	24	-	-	-	-	-	-	1	3	1	2	5	1

FREIGHTERS

Total	321	1,508	2,146	7	58	83	89	504	692	18	60	87	15	46	71
United States	6	55	77	6	55	77	-	-	-	-	-	-	-	-	-
United Kingdom	75	416	564	-	-	-	75	416	564	-	-	-	-	-	-
Sweden	20	74	105	-	-	-	1	7	10	14	46	65	-	-	-
Netherlands	8	48	71	-	-	-	1	6	9	-	-	-	5	26	39
Norway	22	104	151	-	-	-	4	48	63	2	11	18	-	-	-
Denmark	9	40	50	-	-	-	-	-	-	-	-	-	-	-	-
France	26	82	114	-	-	-	-	-	-	2	3	4	5	6	9
Italy	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-
Japan	52	356	498	-	-	-	-	-	-	-	-	-	-	-	-
Germany	62	193	302	-	-	-	-	-	-	-	-	-	-	-	-
All Others	40	138	211	1	3	6	8	27	46	-	-	-	5	14	23

TANKERS

Total	159	1,775	2,685	8	128	204	56	659	977	33	357	552	11	108	160
United States	4	57	90	4	57	90	-	-	-	-	-	-	-	-	-
United Kingdom	31	352	519	-	-	-	31	352	519	-	-	-	-	-	-
Sweden	11	131	201	-	-	-	-	-	-	9	108	168	-	-	-
Netherlands	4	18	28	-	-	-	-	-	-	-	-	-	3	16	25
Norway	33	322	494	-	-	-	6	68	102	14	159	247	1	12	19
Denmark	5	55	85	-	-	-	-	-	-	3	33	51	-	-	-
France	9	112	167	-	-	-	2	15	22	1	13	19	2	18	27
Italy	4	48	72	-	-	-	-	-	-	-	-	-	-	-	-
Japan	6	73	114	-	-	-	-	-	-	-	-	-	-	-	-
Germany	2	13	20	-	-	-	-	-	-	-	-	-	-	-	-
All Others	50	594	895	4	71	114	17	224	334	6	44	67	5	62	89

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1952

(Tonnage in thousands)

COUNTRY IN WHICH BUILT																				
Norway			Denmark			France			Italy			Japan			Germany			All Others		
No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.

SUMMARY--ALL SHIP TYPES

23	95	147	16	88	121	32	252	258	18	161	127	63	480	687	97	456	686	23	116	140
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	1	4	7	-	-	-	-	-	-	-	-	-	5	35	50	1	5	6
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	16	23	1	2	3
23	95	147	4	21	28	-	-	-	-	-	-	-	-	-	3	16	22	-	-	-
-	-	-	8	39	53	-	-	-	-	-	-	-	-	-	3	23	31	-	-	-
-	-	-	1	12	19	32	252	258	-	-	-	-	-	-	1	4	7	-	-	-
-	-	-	-	-	-	-	-	-	11	134	91	-	-	-	1	11	17	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	59	438	623	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	213	332	-	-	-
-	-	-	2	12	14	-	-	-	7	27	36	4	42	64	17	138	204	21	109	131

COMBINATION PASSENGER AND CARGO SHIPS

-	-	-	3	7	2	11	129	84	10	102	37	1	9	11	1	7	10	3	31	17
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	-	-	2	4	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	11	129	84	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	7	95	33	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	1	9	11	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	7	10	-	-	-
-	-	-	1	3	1	-	-	-	3	7	4	-	-	-	-	-	-	3	31	17

FREIGHTERS

16	45	70	8	32	43	18	69	94	4	10	16	52	356	498	79	281	425	15	47	67
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	1	4	7	-	-	-	-	-	-	-	-	-	3	12	17	1	5	6
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	16	23	-	-	-
16	45	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	7	28	36	-	-	-	-	-	-	-	-	-	2	12	14	-	-	-
-	-	-	-	-	-	18	69	94	-	-	-	-	-	-	1	4	7	-	-	-
-	-	-	-	-	-	-	-	-	1	2	3	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	52	356	498	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	3	8	13	-	-	-	62	193	302	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	44	62	14	42	61

TANKERS

7	50	77	5	49	76	3	54	80	4	49	74	10	115	178	17	168	251	5	38	56
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	23	33	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
7	50	77	2	17	27	-	-	-	-	-	-	-	-	-	3	16	22	-	-	-
-	-	-	1	11	17	-	-	-	-	-	-	-	-	-	1	11	17	-	-	-
-	-	-	1	12	19	3	54	80	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	3	37	55	-	-	-	1	11	17	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	6	73	114	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	13	20	-	-	-
-	-	-	1	9	13	-	-	-	1	12	19	4	42	64	8	94	142	4	36	53

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1953

(Tonnage in thousands)

Registry For Which Built	Total			COUNTRY IN WHICH BUILT											
				United States			United Kingdom			Sweden			Netherlands		
	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.

SUMMARY--ALL SHIP TYPES

<u>Total</u>	<u>608</u>	<u>4,579</u>	<u>6,501</u>	<u>37</u>	<u>493</u>	<u>752</u>	<u>152</u>	<u>1,243</u>	<u>1,746</u>	<u>55</u>	<u>467</u>	<u>692</u>	<u>39</u>	<u>259</u>	<u>340</u>
United States	30	369	558	30	369	558	-	-	-	-	-	-	-	-	-
United Kingdom	107	854	1,213	-	-	-	104	834	1,181	-	-	-	-	-	-
Sweden	35	298	412	-	-	-	1	7	10	31	264	384	1	22	10
Netherlands	17	129	173	-	-	-	-	-	-	-	-	-	15	123	163
Norway	73	520	756	-	-	-	20	148	201	15	131	200	-	-	-
Denmark	22	132	181	-	-	-	-	-	-	2	13	20	-	-	-
France	41	279	295	-	-	-	-	-	-	1	4	4	10	30	43
Italy	13	136	176	-	-	-	-	-	-	-	-	-	-	-	-
Japan	44	386	559	-	-	-	-	-	-	-	-	-	-	-	-
Germany	98	373	570	-	-	-	-	-	-	-	-	-	-	-	-
All Others	128	1,103	1,608	7	124	194	27	254	354	6	55	84	13	84	124

COMBINATION PASSENGER AND CARGO SHIPS

<u>Total</u>	<u>34</u>	<u>318</u>	<u>202</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>5</u>	<u>61</u>	<u>25</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>3</u>	<u>25</u>	<u>14</u>
United States	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
United Kingdom	2	27	22	-	-	-	2	27	22	-	-	-	-	-	-
Sweden	2	25	11	-	-	-	-	-	-	1	3	1	1	22	10
Netherlands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Norway	2	11	4	-	-	-	2	11	4	-	-	-	-	-	-
Denmark	1	3	1	-	-	-	-	-	-	-	-	-	-	-	-
France	11	117	73	-	-	-	-	-	-	-	-	-	1	2	3
Italy	3	28	10	-	-	-	-	-	-	-	-	-	-	-	-
Japan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Germany	4	26	36	-	-	-	-	-	-	-	-	-	-	-	-
All Others	9	81	45	-	-	-	1	23	9	-	-	-	1	1	1

FREIGHTERS

<u>Total</u>	<u>358</u>	<u>1,724</u>	<u>2,455</u>	<u>15</u>	<u>138</u>	<u>202</u>	<u>80</u>	<u>431</u>	<u>604</u>	<u>25</u>	<u>133</u>	<u>188</u>	<u>25</u>	<u>106</u>	<u>139</u>
United States	15	138	202	15	138	202	-	-	-	-	-	-	-	-	-
United Kingdom	57	300	421	-	-	-	55	297	416	-	-	-	-	-	-
Sweden	17	94	128	-	-	-	1	7	10	14	82	110	-	-	-
Netherlands	13	78	99	-	-	-	-	-	-	-	-	-	11	72	89
Norway	35	153	224	-	-	-	8	32	43	8	40	62	-	-	-
Denmark	18	95	128	-	-	-	-	-	-	1	2	4	-	-	-
France	22	82	104	-	-	-	-	-	-	1	4	4	7	13	18
Italy	2	4	4	-	-	-	-	-	-	-	-	-	-	-	-
Japan	33	235	326	-	-	-	-	-	-	-	-	-	-	-	-
Germany	89	321	497	-	-	-	-	-	-	-	-	-	-	-	-
All Others	57	224	322	-	-	-	16	95	135	1	5	8	7	21	32

TANKERS

<u>Total</u>	<u>216</u>	<u>2,537</u>	<u>3,844</u>	<u>22</u>	<u>355</u>	<u>550</u>	<u>67</u>	<u>751</u>	<u>1,107</u>	<u>29</u>	<u>331</u>	<u>503</u>	<u>11</u>	<u>128</u>	<u>187</u>
United States	15	231	356	15	231	356	-	-	-	-	-	-	-	-	-
United Kingdom	48	527	770	-	-	-	47	510	743	-	-	-	-	-	-
Sweden	16	179	273	-	-	-	-	-	-	16	179	273	-	-	-
Netherlands	4	51	74	-	-	-	-	-	-	-	-	-	4	51	74
Norway	36	356	528	-	-	-	10	105	154	7	91	138	-	-	-
Denmark	3	34	52	-	-	-	-	-	-	1	11	16	-	-	-
France	8	80	118	-	-	-	-	-	-	-	-	-	2	15	22
Italy	8	104	162	-	-	-	-	-	-	-	-	-	-	-	-
Japan	11	151	233	-	-	-	-	-	-	-	-	-	-	-	-
Germany	5	26	37	-	-	-	-	-	-	-	-	-	-	-	-
All Others	62	798	1,241	7	124	194	10	136	210	5	50	76	5	62	91

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1953

(Tonnage in thousands)

COUNTRY IN WHICH BUILT																				
Norway			Denmark			France			Italy			Japan			Germany			All Others		
No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.

SUMMARY--ALL SHIP TYPES

22	99	151	21	135	187	28	220	211	15	131	157	64	628	1,036	122	650	927	46	194	242
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	1	17	27	2	3	5	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	5	1	2	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	6	10	-	-	-
21	97	147	2	19	29	-	-	-	-	-	-	-	-	-	12	114	166	2	11	13
-	-	-	15	81	106	-	-	-	-	-	-	1	12	19	4	26	36	-	-	-
-	-	-	2	25	37	28	220	211	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	10	110	140	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	44	386	559	3	26	36	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	98	373	570	-	-	-
1	2	4	2	10	15	-	-	-	5	21	17	18	273	431	7	99	159	4	181	226

COMBINATION PASSENGER AND CARGO SHIPS

-	-	-	1	3	1	10	115	70	5	29	15	-	-	-	4	26	36	5	46	30
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	1	3	1	10	115	70	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	3	28	10	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	26	36	-	-	-
-	-	-	-	-	-	-	-	-	2	11	5	-	-	-	-	-	-	5	46	30

FREIGHTERS

12	46	72	14	68	90	14	65	82	4	11	14	33	235	326	105	389	595	31	102	143
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	5	1	2	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	6	10	-	-	-
11	44	68	-	-	-	-	-	-	-	-	-	-	-	-	5	26	38	3	11	13
-	-	-	13	67	88	-	-	-	-	-	-	-	-	-	4	26	36	-	-	-
-	-	-	-	-	-	14	65	82	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	1	1	2	-	-	-	1	3	2	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	33	235	326	-	-	-	-	-	-
1	2	4	1	1	2	-	-	-	3	10	12	-	-	-	89	321	497	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2	27	89	127

TANKERS

10	53	79	6	64	96	4	40	59	6	81	128	21	453	710	20	235	356	10	46	69
-	-	-	-	-	-	-	-	-	-	-	-	1	17	27	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	53	79	2	19	29	-	-	-	-	-	-	-	-	-	7	88	128	-	-	-
-	-	-	1	11	17	-	-	-	-	-	-	1	12	19	-	-	-	-	-	-
-	-	-	2	25	37	4	40	59	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	6	81	128	-	-	-	2	23	34	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	11	151	233	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	26	37	-	-	-
-	-	-	1	9	13	-	-	-	-	-	-	18	273	431	6	98	157	10	46	69

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1954

(Tonnage in thousands)

Registry For Which Built	COUNTRY IN WHICH BUILT														
	Total			United States			United Kingdom			Sweden			Netherlands		
	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.
SUMMARY--ALL SHIP TYPES															
Total	620	5,064	7,374	36	548	868	167	1,426	1,919	57	512	767	50	312	456
United States	25	317	491	25	317	491	-	-	-	-	-	-	-	-	-
United Kingdom	127	1,053	1,370	-	-	-	119	1,013	1,309	-	-	-	3	32	50
Sweden	23	170	245	-	-	-	-	-	-	22	167	240	-	-	-
Netherlands	26	164	234	-	-	-	-	-	-	-	-	-	22	124	176
Norway	81	678	1,004	-	-	-	20	187	266	26	258	396	4	36	52
Denmark	22	152	233	-	-	-	-	-	-	-	-	-	-	-	1
France	29	252	353	-	-	-	-	-	-	2	32	48	6	36	51
Italy	22	292	411	-	-	-	-	-	-	-	-	-	-	-	-
Japan	34	267	383	-	-	-	-	-	-	-	-	-	-	-	-
Germany	84	403	595	-	-	-	-	-	-	-	-	-	-	-	-
All Others	147	1,316	2,055	11	231	377	28	226	344	7	55	83	15	84	127
COMBINATION PASSENGER AND CARGO SHIPS															
Total	21	261	144	-	-	-	8	128	42	-	-	-	-	-	-
United States	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
United Kingdom	5	123	39	-	-	-	5	123	39	-	-	-	-	-	-
Sweden	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Netherlands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Norway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Denmark	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
France	3	30	20	-	-	-	-	-	-	-	-	-	-	-	-
Italy	1	29	10	-	-	-	-	-	-	-	-	-	-	-	-
Japan	1	10	10	-	-	-	-	-	-	-	-	-	-	-	-
Germany	4	36	37	-	-	-	-	-	-	-	-	-	-	-	-
All Others	7	33	28	-	-	-	3	5	3	-	-	-	-	-	-
FREIGHTERS															
Total	356	1,777	2,618	10	92	135	98	551	781	26	135	190	33	144	207
United States	10	92	135	10	92	135	-	-	-	-	-	-	-	-	-
United Kingdom	84	441	614	-	-	-	77	421	584	-	-	-	2	12	19
Sweden	15	86	120	-	-	-	-	-	-	14	83	115	-	-	-
Netherlands	15	65	89	-	-	-	-	-	-	-	-	-	14	57	78
Norway	35	171	245	-	-	-	7	51	71	8	35	51	3	19	27
Denmark	14	64	90	-	-	-	-	-	-	-	-	-	-	-	1
France	12	41	61	-	-	-	-	-	-	-	-	-	3	7	9
Italy	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-
Japan	24	182	259	-	-	-	-	-	-	-	-	-	-	-	-
Germany	72	295	454	-	-	-	-	-	-	-	-	-	-	-	-
All Others	74	339	549	-	-	-	14	79	126	4	17	24	11	49	74
TANKERS															
Total	243	3,026	4,612	26	456	733	61	747	1,096	31	377	577	17	168	249
United States	15	225	356	15	225	356	-	-	-	-	-	-	-	-	-
United Kingdom	38	489	717	-	-	-	37	469	686	-	-	-	1	20	31
Sweden	8	84	125	-	-	-	-	-	-	8	84	125	-	-	-
Netherlands	11	99	145	-	-	-	-	-	-	-	-	-	8	67	98
Norway	46	507	759	-	-	-	13	136	195	18	223	345	1	17	25
Denmark	8	88	143	-	-	-	-	-	-	-	-	-	-	-	-
France	14	181	272	-	-	-	-	-	-	2	32	48	3	29	42
Italy	20	262	399	-	-	-	-	-	-	-	-	-	-	-	-
Japan	9	75	114	-	-	-	-	-	-	-	-	-	-	-	-
Germany	8	72	104	-	-	-	-	-	-	-	-	-	-	-	-
All Others	66	944	1,478	11	231	377	11	142	215	3	38	59	4	35	53

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1954

(Tonnage in thousands)

COUNTRY IN WHICH BUILT

Norway		Denmark			France			Italy			Japan			Germany			All Others		
Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.
SUMMARY--ALL SHIP TYPES																			
123	187	19	125	182	26	271	385	22	292	411	40	370	597	131	848	1,263	48	237	339
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	8	11	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	5	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	40	58	-	-	-
121	184	-	-	-	-	-	-	-	-	-	-	-	-	6	61	85	2	15	21
2	3	16	107	155	-	-	-	-	-	-	-	-	-	2	14	23	3	29	52
-	-	1	12	19	20	172	235	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	22	292	411	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	34	267	383	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	84	403	595	-	-	-
-	-	2	6	8	6	99	150	-	-	-	6	103	214	29	319	486	43	193	266

SUMMARY--ALL SHIP TYPES

-	-	-	-	-	3	30	20	1	29	10	3	24	26	4	36	37	2	14	9
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	3	30	20	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	1	29	10	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	1	10	10	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	36	37	-	-	-
-	-	-	-	-	-	-	-	-	-	-	2	14	16	-	-	-	2	14	9

COMBINATION PASSENGER AND CARGO SHIPS

54	82	13	61	84	10	38	57	1	1	2	26	225	379	93	377	563	31	99	138
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	8	11	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	5	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	8	11	-	-	-
52	79	-	-	-	-	-	-	-	-	-	-	-	-	2	12	15	1	2	2
2	3	12	59	81	-	-	-	-	-	-	-	-	-	1	3	6	-	-	-
-	-	-	-	-	9	34	52	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	1	1	2	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	24	182	259	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	1	2	3	1	4	5	-	-	-	2	43	120	72	295	454	30	97	136
-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	48	61	-	-	-

FREIGHTERS

69	105	6	64	98	13	203	308	20	262	399	11	121	192	34	435	663	15	124	192
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
69	105	-	-	-	-	-	-	-	-	-	-	-	-	3	32	47	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	49	70	1	13	19
-	-	4	48	74	-	-	-	-	-	-	-	-	-	1	11	17	3	29	52
-	-	1	12	19	8	108	163	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	20	262	399	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	9	75	114	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	72	104	-	-	-
-	-	1	4	5	5	95	145	-	-	-	2	46	78	18	271	425	11	82	121

TANKERS

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1955

(Tonnage in thousands)

Registry for Which Built	Total			COUNTRY IN WHICH BUILT											
				United States			United Kingdom			Sweden			Netherlands		
	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.

SUMMARY--ALL SHIP TYPES

Total	566	4,342	6,230	7	94	131	143	1,204	1,658	54	472	697	51	398	571
United States	6	75	101	6	75	101	-	-	-	-	-	-	-	-	-
United Kingdom	107	869	1,166	-	-	-	97	816	1,091	-	-	-	2	26	41
Sweden	30	201	283	-	-	-	-	-	-	23	179	255	-	-	-
Netherlands	38	319	454	-	-	-	-	-	-	-	-	-	33	305	433
Norway	85	725	1,058	-	-	-	22	244	358	26	253	372	3	12	17
Denmark	19	150	227	-	-	-	-	-	-	-	-	-	-	-	-
France	35	336	487	-	-	-	-	-	-	-	-	-	3	17	25
Italy	16	122	184	-	-	-	-	-	-	-	-	-	-	-	-
Japan	26	188	260	-	-	-	-	-	-	-	-	-	-	-	-
Germany	78	410	588	-	-	-	-	-	-	-	-	-	-	-	-
All Others	126	947	1,422	1	19	30	24	144	209	5	40	70	10	38	55

COMBINATION PASSENGER AND CARGO SHIPS

Total	17	137	102	-	-	-	6	64	44	-	-	-	-	-	-
United States	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
United Kingdom	4	60	41	-	-	-	4	60	41	-	-	-	-	-	-
Sweden	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Netherlands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Norway	1	3	2	-	-	-	-	-	-	-	-	-	-	-	-
Denmark	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
France	1	4	2	-	-	-	-	-	-	-	-	-	-	-	-
Italy	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Japan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Germany	2	18	19	-	-	-	-	-	-	-	-	-	-	-	-
All Others	9	52	38	-	-	-	2	4	3	-	-	-	-	-	-

FREIGHTERS

Total	377	1,980	2,796	3	38	43	92	551	745	35	204	289	28	88	124
United States	3	38	43	3	38	43	-	-	-	-	-	-	-	-	-
United Kingdom	74	415	546	-	-	-	66	394	517	-	-	-	1	6	10
Sweden	22	98	132	-	-	-	-	-	-	15	76	104	-	-	-
Netherlands	16	55	76	-	-	-	-	-	-	-	-	-	13	45	62
Norway	47	256	354	-	-	-	6	44	63	16	109	148	3	12	17
Denmark	12	57	86	-	-	-	-	-	-	-	-	-	-	-	-
France	19	82	110	-	-	-	-	-	-	-	-	-	2	4	5
Italy	8	55	83	-	-	-	-	-	-	-	-	-	-	-	-
Japan	24	174	237	-	-	-	-	-	-	-	-	-	-	-	-
Germany	69	312	447	-	-	-	-	-	-	-	-	-	-	-	-
All Others	83	438	682	-	-	-	20	113	165	4	19	37	9	21	30

TANKERS

Total	172	2,225	3,332	4	56	88	45	589	869	19	268	408	23	310	447
United States	3	37	58	3	37	58	-	-	-	-	-	-	-	-	-
United Kingdom	29	394	579	-	-	-	27	362	533	-	-	-	1	20	31
Sweden	8	103	151	-	-	-	-	-	-	8	103	151	-	-	-
Netherlands	22	264	378	-	-	-	-	-	-	-	-	-	20	260	371
Norway	37	466	702	-	-	-	16	200	295	10	144	224	-	-	-
Denmark	7	93	141	-	-	-	-	-	-	-	-	-	-	-	-
France	15	250	375	-	-	-	-	-	-	-	-	-	1	13	20
Italy	8	67	101	-	-	-	-	-	-	-	-	-	-	-	-
Japan	2	14	23	-	-	-	-	-	-	-	-	-	-	-	-
Germany	7	80	122	-	-	-	-	-	-	-	-	-	-	-	-
All Others	34	457	702	1	19	30	2	27	41	1	21	33	1	17	25

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1955

(Tonnage in thousands)

COUNTRY IN WHICH BUILT																				
Norway			Denmark			France			Italy			Japan			Germany			All Others		
No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.	No.	Gross Tons	DWT.
Y - ALL SHIP TYPES																				
SUMMARY--ALL SHIP TYPES																				
23	139	201	20	135	199	35	351	504	16	122	184	47	449	695	134	779	1,118	36	199	272
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	1	4	4	-	-	-	-	-	-	-	-	-	7	21	27	1	6	7
-	-	-	-	-	-	-	-	-	-	-	-	2	4	7	6	18	24	-	-	-
22	127	183	4	24	32	-	-	-	-	-	-	4	7	3	3	10	14	-	-	-
-	-	-	14	100	153	-	-	-	-	-	-	2	26	37	8	65	96	-	-	-
-	-	-	-	-	-	31	318	459	-	-	-	2	26	37	1	3	5	2	21	32
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	3	-	-	-
-	-	-	-	-	-	-	-	-	16	122	184	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	26	188	260	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	12	18	1	7	10	4	33	45	-	-	-	17	231	391	78	410	588	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	251	361	33	172	233
COMBINATION PASSENGER AND CARGO SHIPS																				
-	-	-	1	3	2	1	4	2	-	-	-	1	2	2	4	34	28	4	30	24
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	1	3	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	1	4	2	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	18	19	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	1	2	2	2	16	9	4	30	24
FREIGHTERS																				
15	55	73	15	73	107	20	110	147	8	55	83	34	275	424	109	460	654	18	71	107
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	9	12	-	-	-
-	-	-	1	4	4	-	-	-	-	-	-	-	-	-	6	18	24	1	6	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	10	14	-	-	-
15	55	73	2	8	12	-	-	-	-	-	-	-	-	-	5	28	41	-	-	-
-	-	-	11	54	81	-	-	-	-	-	-	-	-	-	1	3	5	-	-	-
-	-	-	-	-	-	16	77	102	-	-	-	-	-	-	1	1	3	-	-	-
-	-	-	-	-	-	-	-	-	8	55	83	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	24	174	237	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	312	447	-	-	-
-	-	-	1	7	10	4	33	45	-	-	-	10	101	187	18	79	108	17	65	100
TANKERS																				
8	84	128	4	59	90	14	237	355	8	67	101	12	172	269	21	285	436	14	98	141
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	12	15	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	72	110	1	13	18	-	-	-	-	-	-	2	4	7	-	-	-	-	-	-
-	-	-	3	46	72	-	-	-	-	-	-	2	26	37	3	37	55	2	21	32
-	-	-	-	-	-	14	237	355	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	8	67	101	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	2	14	23	-	-	-	-	-	-
1	12	18	-	-	-	-	-	-	-	-	-	6	128	202	7	80	122	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	156	244	12	77	109

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1956

(Tonnage in thousands)

Registry for Which Built	Total			COUNTRY IN WHICH BUILT														
				United States			United Kingdom			Sweden			Netherlands			Norway		
	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.

SUMMARY--ALL SHIP TYPES

<u>Total</u>	<u>676</u>	<u>5,639</u>	<u>8,165</u>	<u>7</u>	<u>98</u>	<u>159</u>	<u>152</u>	<u>1,389</u>	<u>1,893</u>	<u>51</u>	<u>462</u>	<u>669</u>	<u>37</u>	<u>331</u>	<u>467</u>	<u>23</u>	<u>173</u>	<u>247</u>
United States	5	91	144	5	91	144	-	-	-	-	-	-	-	-	-	-	-	-
United Kingdom	110	899	1,186	-	-	-	97	835	1,093	-	-	-	1	2	2	1	2	4
Sweden	34	223	312	-	-	-	-	-	-	23	186	261	-	-	-	1	2	3
Netherlands	29	262	366	-	-	-	-	-	-	-	-	-	26	243	339	-	-	-
Norway	89	827	1,170	-	-	-	12	170	232	22	234	345	-	-	-	21	169	240
Denmark	21	130	189	-	-	-	-	-	-	-	-	-	1	1	2	-	-	-
France	22	128	176	-	-	-	1	4	6	-	-	-	-	-	-	-	-	-
Italy	28	219	322	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Japan	39	316	472	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Germany	72	328	479	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Liberia	93	1,329	2,126	-	-	-	12	142	215	2	29	45	3	60	92	-	-	-
All Others	134	887	1,223	2	7	15	30	238	347	4	13	18	6	25	32	-	-	-

COMBINATION PASSENGER AND CARGO SHIPS

<u>Total</u>	<u>30</u>	<u>237</u>	<u>131</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>9</u>	<u>124</u>	<u>64</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1</u>	<u>6</u>	<u>4</u>	<u>-</u>	<u>-</u>	<u>-</u>
United States	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
United Kingdom	5	97	48	-	-	-	5	97	48	-	-	-	-	-	-	-	-	-
Sweden	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Netherlands	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Norway	4	26	9	-	-	-	1	19	7	-	-	-	-	-	-	-	-	-
Denmark	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
France	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Italy	2	10	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Japan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Germany	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Liberia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
All Others	19	104	71	-	-	-	3	8	9	-	-	-	1	6	4	-	-	-

FREIGHTERS

<u>Total</u>	<u>505</u>	<u>3,163</u>	<u>4,579</u>	<u>2</u>	<u>7</u>	<u>15</u>	<u>107</u>	<u>718</u>	<u>1,009</u>	<u>37</u>	<u>255</u>	<u>348</u>	<u>26</u>	<u>161</u>	<u>215</u>	<u>16</u>	<u>86</u>	<u>113</u>
United States	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
United Kingdom	83	520	721	-	-	-	70	456	628	-	-	-	1	2	2	1	2	4
Sweden	30	169	229	-	-	-	-	-	-	19	132	178	-	-	-	1	2	3
Netherlands	23	170	228	-	-	-	-	-	-	-	-	-	20	151	201	-	-	-
Norway	61	443	612	-	-	-	4	38	55	14	110	152	-	-	-	14	82	106
Denmark	18	88	124	-	-	-	-	-	-	-	-	-	1	1	2	-	-	-
France	19	69	86	-	-	-	1	4	6	-	-	-	-	-	-	-	-	-
Italy	20	134	205	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Japan	34	222	320	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Germany	71	327	477	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Liberia	56	565	918	-	-	-	8	63	93	-	-	-	-	-	-	-	-	-
All Others	90	456	659	2	7	15	24	157	227	4	13	18	4	7	10	-	-	-

TANKERS

<u>Total</u>	<u>141</u>	<u>2,239</u>	<u>3,455</u>	<u>5</u>	<u>91</u>	<u>144</u>	<u>36</u>	<u>547</u>	<u>820</u>	<u>14</u>	<u>207</u>	<u>321</u>	<u>10</u>	<u>164</u>	<u>248</u>	<u>7</u>	<u>87</u>	<u>134</u>
United States	5	91	144	5	91	144	-	-	-	-	-	-	-	-	-	-	-	-
United Kingdom	22	282	417	-	-	-	22	282	417	-	-	-	-	-	-	-	-	-
Sweden	4	54	83	-	-	-	-	-	-	4	54	83	-	-	-	-	-	-
Netherlands	6	92	138	-	-	-	-	-	-	-	-	-	6	92	138	-	-	-
Norway	24	358	549	-	-	-	7	113	170	8	124	193	-	-	-	7	87	134
Denmark	3	42	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
France	3	59	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Italy	6	75	114	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Japan	5	94	152	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Germany	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Liberia	37	764	1,208	-	-	-	4	79	122	2	29	45	3	60	92	-	-	-
All Others	25	327	493	-	-	-	3	73	111	-	-	-	1	12	18	-	-	-

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1956

(Tonnage in thousands)

COUNTRY IN WHICH BUILT																				
Denmark			France			Italy			Japan			Germany (West)			Germany (East)			All Others		
No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.
SUMMARY--ALL SHIP TYPES																				
18	114	166	33	233	318	30	249	367	121	1,420	2,264	151	880	1,203	1	3	5	52	287	407
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	2	3	1	7	11	-	-	-	1	4	7	5	52	74	-	-	-	1	1	2
3	-	-	-	-	-	-	-	-	-	-	-	3	19	27	-	-	-	3	13	17
13	16	27	3	26	38	-	-	-	-	-	26	194	263	27	-	-	-	2	18	25
1	79	110	-	-	-	-	-	-	2	25	39	5	25	38	-	-	-	-	-	-
-	17	26	19	106	142	-	-	-	-	-	-	1	1	2	-	-	-	-	-	-
-	-	-	-	-	-	28	219	322	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	39	316	472	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	72	328	479	-	-	-	-	-	-
-	-	-	1	24	37	-	-	-	66	984	1,611	6	53	70	-	-	-	3	37	56
-	-	-	9	70	90	2	30	45	13	91	135	24	192	229	1	3	5	43	218	307
COMBINATION PASSENGER AND CARGO SHIPS																				
-	-	-	1	14	10	2	10	3	2	4	3	8	47	19	-	-	-	7	32	28
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	3	7	2	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	2	10	3	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	1	14	10	-	-	-	2	4	3	5	40	17	-	-	-	7	32	28
FREIGHTERS																				
16	80	114	28	129	171	21	143	218	85	710	1,132	137	759	1,072	1	3	5	29	112	167
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	2	3	1	7	11	-	-	-	-	-	9	52	74	21	-	-	-	1	1	2
3	-	-	-	-	-	-	-	-	-	-	3	19	27	27	-	-	-	-	-	-
12	16	27	3	26	38	-	-	-	-	-	22	166	228	28	-	-	-	1	5	6
-	62	84	-	-	-	-	-	-	-	-	5	25	38	38	-	-	-	-	-	-
-	-	-	17	64	78	-	-	-	-	-	1	1	2	2	-	-	-	-	-	-
-	-	-	-	-	-	20	134	205	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	34	222	320	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	71	327	477	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	42	449	755	6	53	70	-	-	-	-	-	-
-	-	-	7	32	44	1	9	13	8	35	50	15	100	135	1	3	5	24	93	142
TANKERS																				
2	34	52	4	90	137	7	96	146	24	706	1,129	6	74	112	-	-	-	16	143	212
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	17	26	-	-	-	-	-	-	2	25	39	1	21	33	-	-	-	1	13	19
1	17	26	2	42	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	6	75	114	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	5	94	152	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	1	1	2	-	-	-	-	-	-
-	-	-	1	24	37	-	-	-	24	535	856	-	-	-	-	-	-	3	37	56
-	-	-	1	24	36	1	21	32	3	52	82	4	52	77	-	-	-	12	93	137

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1957

(Tonnage in thousands)

Registry for Which Built	Total			COUNTRY IN WHICH BUILT															
				United States			United Kingdom			Japan			Germany (West)			Germany (East)			
	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	
SUMMARY--ALL SHIP TYPES																			
Total	794	7,454	10,801	11	236	373	144	1,325	1,795	174	2,140	3,271	146	1,044	1,527	4	22	33	
United States	8	172	269	8	172	269	-	-	-	-	-	-	-	-	-	-	-	-	
United Kingdom	126	1,154	1,556	-	-	-	110	1,002	1,341	1	24	36	8	76	106	-	-	-	
Japan	87	659	956	-	-	-	-	-	-	87	659	956	-	-	-	-	-	-	
Germany (West)	58	325	452	-	-	-	-	-	-	-	-	-	58	325	452	-	-	-	
Germany (East)	3	16	23	-	-	-	-	-	-	-	-	-	-	-	-	3	16	23	
Sweden	30	259	340	-	-	-	-	-	-	-	-	-	5	23	29	-	-	-	
Netherlands	50	441	585	-	-	-	2	14	12	1	21	32	9	70	101	-	-	-	
France	31	254	346	-	-	-	-	-	-	-	-	-	1	1	2	-	-	-	
Italy	31	286	412	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Norway	98	938	1,396	-	-	-	7	83	117	5	57	87	17	148	225	-	-	-	
Denmark	27	209	301	-	-	-	-	-	-	4	51	79	4	22	30	-	-	-	
Liberia	117	1,886	2,987	3	64	104	14	149	220	66	1,219	1,914	17	170	315	-	-	-	
All Others	128	855	1,178	-	-	-	11	77	105	10	109	167	27	209	267	1	6	10	

COMBINATION PASSENGER AND CARGO SHIPS																		
Total	22	243	118	-	-	-	4	70	27	-	-	-	2	20	5	-	-	-
United States	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
United Kingdom	4	70	27	-	-	-	4	70	27	-	-	-	-	-	-	-	-	-
Japan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Germany (West)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sweden	1	23	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Netherlands	4	49	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
France	1	13	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Italy	4	26	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Norway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Denmark	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Liberia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
All Others	8	62	36	-	-	-	-	-	-	-	-	-	2	20	5	-	-	-

FREIGHTERS																		
Total	585	3,830	5,421	-	-	-	110	770	1,041	115	914	1,314	133	824	1,217	4	22	33
United States	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
United Kingdom	94	615	825	-	-	-	83	559	755	-	-	-	6	28	34	-	-	-
Japan	76	502	710	-	-	-	-	-	-	76	502	710	-	-	-	-	-	-
Germany (West)	57	303	420	-	-	-	-	-	-	-	-	-	57	303	420	-	-	-
Germany (East)	3	16	23	-	-	-	-	-	-	-	-	-	-	-	-	3	16	23
Sweden	22	133	175	-	-	-	-	-	-	-	-	-	5	23	29	-	-	-
Netherlands	38	261	355	-	-	-	2	14	12	-	-	-	9	70	101	-	-	-
France	23	120	157	-	-	-	-	-	-	-	-	-	1	1	2	-	-	-
Italy	22	164	252	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Norway	61	371	523	-	-	-	6	58	82	2	19	28	12	58	86	-	-	-
Denmark	20	109	144	-	-	-	-	-	-	-	-	-	4	22	30	-	-	-
Liberia	62	620	963	-	-	-	10	92	132	30	343	499	14	130	253	-	-	-
All Others	107	616	874	-	-	-	9	47	60	7	50	77	25	189	262	1	6	10

TANKERS																		
Total	187	3,381	5,262	11	236	273	30	485	727	59	1,226	1,957	11	200	305	-	-	-
United States	8	172	269	8	172	269	-	-	-	-	-	-	-	-	-	-	-	-
United Kingdom	28	469	704	-	-	-	23	373	559	1	24	36	2	48	72	-	-	-
Japan	11	157	246	-	-	-	-	-	-	11	157	246	-	-	-	-	-	-
Germany (West)	1	22	32	-	-	-	-	-	-	-	-	-	1	22	32	-	-	-
Sweden	7	103	160	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Netherlands	8	131	201	-	-	-	-	-	-	1	21	32	-	-	-	-	-	-
France	7	121	183	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Italy	5	96	145	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Norway	37	567	873	-	-	-	1	25	35	3	38	59	5	90	139	-	-	-
Denmark	7	100	157	-	-	-	-	-	-	4	51	79	-	-	-	-	-	-
Liberia	55	1,266	2,024	3	64	104	4	57	88	36	876	1,415	3	40	62	-	-	-
All Others	13	177	268	-	-	-	2	30	45	3	59	90	-	-	-	-	-	-

Data for "Iron Curtain" countries incomplete.
Includes information received through February 28, 1958.

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1957

(Tonnage in thousands)

COUNTRY IN WHICH BUILT																				
Sweden			Netherlands			France			Italy			Norway			Denmark			All Others		
No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.
59	632	945	55	463	606	45	454	649	39	403	558	31	211	316	20	165	236	66	359	492
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	12	19	2	10	13	1	9	13	-	-	-	-	-	-	1	12	18	2	9	10
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18	166	238	-	-	-	1	2	3	1	23	5	-	-	-	3	31	48	2	14	17
-	-	-	33	303	392	3	12	17	-	-	-	1	9	13	-	-	-	1	12	18
1	21	33	-	-	-	29	232	311	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	31	286	412	-	-	-	-	-	-	-	-	-
32	347	519	3	53	77	5	50	71	-	-	-	29	200	300	-	-	-	-	-	-
1	12	19	2	2	3	-	-	-	-	-	-	-	-	-	16	122	170	-	-	-
3	60	94	5	33	48	4	135	210	2	18	25	-	-	-	-	-	-	3	38	57
3	14	23	10	62	73	2	14	24	5	76	116	1	2	3	-	-	-	58	286	390

SUMMARY--ALL SHIP TYPES

COMBINATION PASSENGER AND CARGO SHIPS																				
-	-	-	6	54	32	1	13	6	5	49	20	-	-	-	-	-	-	4	37	28
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	1	23	5	-	-	-	-	-	-	-	-	-
-	-	-	4	49	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	1	13	6	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	4	26	15	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	2	5	3	-	-	-	-	-	-	-	-	-	-	-	-	4	37	28

FREIGHTERS

34	232	322	39	239	316	32	178	239	27	211	321	20	77	110	16	104	139	55	259	369
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	2	10	13	1	9	13	-	-	-	-	-	-	-	-	-	2	9	10
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	75	98	-	-	-	1	2	3	-	-	-	-	-	-	2	19	28	2	14	17
-	-	-	23	156	212	3	12	17	-	-	-	1	9	13	-	-	-	-	-	-
-	-	-	-	-	-	22	119	155	-	-	-	-	-	-	-	-	-	-	-	-
18	134	188	1	7	7	4	29	38	-	164	252	-	-	-	-	-	-	-	-	-
-	-	-	2	2	3	-	-	-	-	-	-	18	66	94	-	-	-	-	-	-
1	9	13	4	19	28	-	-	-	2	18	25	-	-	-	14	85	111	-	-	-
3	14	23	7	45	53	1	7	13	3	29	44	1	2	3	-	-	-	50	227	329

TANKERS

25	400	623	10	170	258	12	263	404	7	143	217	11	134	206	4	61	97	7	63	95
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	12	19	-	-	-	-	-	-	-	-	-	-	-	-	1	12	18	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	91	140	-	-	-	-	-	-	-	-	-	-	-	-	1	12	20	-	-	-
-	-	-	6	98	151	-	-	-	-	-	-	-	-	-	-	-	-	1	12	18
1	21	33	-	-	-	6	100	150	-	5	96	145	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14	213	331	2	46	70	1	21	33	-	-	-	11	134	206	-	-	-	-	-	-
1	12	19	-	-	-	-	-	-	-	-	-	-	-	-	2	37	59	-	-	-
2	51	81	1	14	20	4	135	210	-	-	-	-	-	-	-	-	-	2	29	44
-	-	-	1	12	17	1	7	11	2	47	72	-	-	-	-	-	-	4	22	33

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1958

(Tonnage in thousands)

Registry for Which Built	Total			COUNTRY IN WHICH BUILT														
				United States			United Kingdom			Japan			Germany (West)			Germany (East)		
	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.
SUMMARY--ALL SHIP TYPES																		
Total	885	8,469	12,459	25	524	794	161	1,411	1,972	186	2,156	3,355	158	1,203	1,722	10	51	70
United States	18	337	481	18	337	481	-	-	-	-	-	-	-	-	-	-	-	-
United Kingdom	152	1,396	1,959	-	-	-	127	1,105	1,532	1	13	16	8	97	142	-	-	-
Japan	114	835	1,210	-	-	-	-	-	-	114	835	1,210	-	-	-	-	-	-
Germany (West)	75	481	676	-	-	-	-	-	-	-	-	-	74	478	673	-	-	-
Germany (East)	5	35	52	-	-	-	-	-	-	-	-	-	-	-	-	3	20	30
Sweden	36	416	607	-	-	-	-	-	-	-	-	-	6	48	71	-	-	-
Netherlands	36	354	485	-	-	-	-	-	-	1	22	32	9	78	104	-	-	-
France	39	377	543	-	-	-	-	-	-	-	-	-	2	5	7	-	-	-
Italy	20	280	389	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Norway	114	1,181	1,747	-	-	-	10	114	165	1	13	20	32	313	451	-	-	-
Denmark	33	182	272	-	-	-	-	-	-	3	39	61	6	18	26	-	-	-
Liberia	83	1,496	2,449	6	160	267	8	78	119	51	1,057	1,738	6	68	119	-	-	-
All Others	160	1,099	1,589	1	27	46	16	114	156	15	177	278	15	98	129	7	31	40
COMBINATION PASSENGER AND CARGO SHIPS																		
Total	12	158	105	4	61	33	3	44	33	1	11	10	-	-	-	1	5	6
United States	4	61	33	4	61	33	-	-	-	-	-	-	-	-	-	-	-	-
United Kingdom	2	40	31	-	-	-	2	40	31	-	-	-	-	-	-	-	-	-
Japan	1	11	10	-	-	-	-	-	-	1	11	10	-	-	-	-	-	-
Germany (West)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Germany (East)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sweden	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Netherlands	1	14	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
France	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Italy	1	20	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Norway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Denmark	1	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Liberia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
All Others	2	9	8	-	-	-	1	4	2	-	-	-	-	-	-	1	5	6
FREIGHTERS																		
Total	634	4,141	5,838	-	-	-	121	816	1,116	130	962	1,416	139	925	1,302	9	46	64
United States	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
United Kingdom	114	759	1,037	-	-	-	98	649	881	1	13	16	4	24	34	-	-	-
Japan	102	672	959	-	-	-	-	-	-	102	672	959	-	-	-	-	-	-
Germany (West)	70	426	594	-	-	-	-	-	-	-	-	-	69	423	591	-	-	-
Germany (East)	3	20	30	-	-	-	-	-	-	-	-	-	-	-	-	3	20	30
Sweden	19	137	185	-	-	-	-	-	-	-	-	-	4	19	28	-	-	-
Netherlands	27	219	292	-	-	-	-	-	-	-	-	-	9	78	104	-	-	-
France	25	130	163	-	-	-	-	-	-	-	-	-	2	5	7	-	-	-
Italy	12	95	131	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Norway	71	524	735	-	-	-	5	46	63	-	-	-	27	225	314	-	-	-
Denmark	26	97	140	-	-	-	-	-	-	-	-	-	6	18	26	-	-	-
Liberia	36	387	626	-	-	-	6	54	82	17	204	332	4	40	75	-	-	-
All Others	129	675	946	-	-	-	12	67	90	10	73	109	14	93	123	6	26	34
TANKERS																		
Total	239	4,170	6,516	21	463	761	37	551	823	55	1,183	1,929	19	278	420	-	-	-
United States	14	276	448	14	276	448	-	-	-	-	-	-	-	-	-	-	-	-
United Kingdom	36	597	891	-	-	-	27	416	620	-	-	-	4	73	108	-	-	-
Japan	11	152	241	-	-	-	-	-	-	11	152	241	-	-	-	-	-	-
Germany (West)	5	55	82	-	-	-	-	-	-	-	-	-	5	55	82	-	-	-
Germany (East)	2	15	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sweden	17	279	422	-	-	-	-	-	-	-	-	-	2	29	43	-	-	-
Netherlands	8	121	181	-	-	-	-	-	-	1	22	32	-	-	-	-	-	-
France	14	247	380	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Italy	7	165	250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Norway	43	657	1,012	-	-	-	5	68	102	1	13	20	5	88	137	-	-	-
Denmark	6	82	129	-	-	-	-	-	-	3	39	61	-	-	-	-	-	-
Liberia	47	1,109	1,823	6	160	267	2	24	37	34	853	1,406	2	28	44	-	-	-
All Others	29	415	635	1	27	46	3	43	64	5	104	169	1	5	6	-	-	-

Data for "Iron Curtain" countries incomplete.

Includes information received through February 28, 1959 - Subject to revision.

DELIVERIES OF NEW MERCHANT SHIPS DURING THE CALENDAR YEAR 1958

(Tonnage in thousands)

COUNTRY IN WHICH BUILT																				
Sweden			Netherlands			France			Italy			Norway			Denmark			All Others		
No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.	No.	Gross Tons	Dwt.
SHIP TYPES																				
SUMMARY--ALL SHIP TYPES																				
59	695	1,033	54	468	664	39	407	577	37	506	735	26	226	342	26	211	322	104	611	873
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	27	39	2	2	3	1	7	10	2	47	73	1	1	2	-	-	-	9	97	142
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	15	22
25	308	450	-	-	-	1	22	33	1	13	19	-	-	-	-	-	-	3	25	34
-	-	-	24	230	315	-	-	-	2	24	34	-	-	-	-	-	-	-	-	-
-	-	-	4	23	35	30	293	412	-	-	-	-	-	-	3	56	89	-	-	-
-	-	-	-	-	-	-	-	-	20	280	389	-	-	-	-	-	-	-	-	-
27	313	468	8	95	143	4	44	61	3	12	20	25	225	340	3	36	54	1	16	25
-	-	-	5	8	11	-	-	-	-	-	-	-	-	-	19	117	174	-	-	-
3	34	58	4	44	63	-	-	-	1	10	16	-	-	-	-	-	-	4	45	69
3	13	18	7	66	94	3	41	61	8	120	184	-	-	-	1	2	5	84	410	578

COMBINATION PASSENGER AND CARGO SHIPS																				
-	-	-	1	14	12	-	-	-	1	20	8	-	-	-	1	3	3	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	1	14	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	1	20	8	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	3	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

FREIGHTERS																				
32	249	350	37	224	302	27	178	229	21	167	243	14	61	88	17	83	123	87	430	605
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	2	2	3	1	7	10	-	-	-	1	1	2	-	-	-	7	63	91
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	3
12	93	123	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	16	117	154	-	-	-	2	24	34	-	-	-	-	-	-	3	25	34
-	-	-	2	4	6	21	121	150	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	12	95	131	-	-	-	-	-	-	-	-	-
15	121	170	4	20	26	3	30	41	3	12	20	13	60	86	1	10	15	-	-	-
-	-	-	5	8	11	-	-	-	-	-	-	-	-	-	15	71	103	-	-	-
2	22	39	3	30	43	-	-	-	1	10	16	-	-	-	-	-	-	3	27	39
3	13	18	5	43	59	2	20	28	3	26	42	-	-	-	1	2	5	73	312	438

TANKERS																				
27	446	683	16	230	350	12	229	348	15	319	484	12	165	254	8	125	196	17	181	268
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	27	39	-	-	-	-	-	-	2	47	73	-	-	-	-	-	-	2	34	51
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	215	327	-	-	-	1	22	33	1	13	19	-	-	-	-	-	-	-	-	-
-	-	-	7	99	149	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	2	19	29	9	172	262	-	-	-	-	-	-	3	56	89	-	-	-
12	192	298	4	75	117	1	14	20	7	165	250	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	12	165	254	2	26	39	1	16	25
1	12	19	1	14	20	-	-	-	-	-	-	-	-	-	3	43	68	-	-	-
-	-	-	2	23	39	1	21	33	5	94	142	-	-	-	-	-	-	11	98	140

LOSSES AND SCRAPPINGS
MAJOR WORLD FLEETS

UNITED STATES FLAG SHIPS LOST AND SCRAPPED
DURING THE CALENDAR YEARS 1949 THROUGH 1958

Year Type of Ship	T o t a l			L o s s e s			S c r a p p i n g s			Average Age Of Scrapping (Years)
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	
1949	28	168,982	261,893	2	9,445	13,900	26	159,537	247,993	
Dry Cargo Tankers	18 10	91,967 77,015	135,529 126,364	2 -	9,445 -	13,900 -	16 10	82,522 77,015	121,629 126,364	26 31
1950	20	121,886	156,735	-	-	-	20	121,886	156,735	
Dry Cargo Tankers	15 5	89,171 32,715	104,604 52,131	- -	- -	- -	15 5	89,171 32,715	104,604 52,131	35 31
1951	10	61,142	66,781	5	29,124	40,466	5	32,018	26,315	
Dry Cargo Tankers	8 2	53,816 7,326	56,213 10,568	4 1	22,927 6,197	31,351 9,115	4 1	30,889 1,129	24,862 1,453	39 8
1952	11	86,297	86,732	6	36,958	53,369	5	49,339	33,363	
Dry Cargo Tankers	9 2	74,702 11,595	68,600 18,132	4 2	25,363 11,595	35,237 18,132	5 -	49,339 -	33,363 -	32 -
1953	12	97,156	156,240	6	56,277	89,594	6	40,879	66,646	
Dry Cargo Tankers	6 6	33,123 64,033	50,196 106,044	4 2	23,427 32,850	35,232 54,362	2 4	9,696 31,183	14,964 51,682	35 31
1954	2	61,241	104,172	1	6,195	10,350	8	55,046	93,822	
Dry Cargo Tankers	2 -	61,241 -	104,172 -	1 -	6,195 -	10,350 -	8 -	55,046 -	93,822 -	21 -
1955	2	11,552	27,985	1	3,337	5,005	1	8,215	22,980	
Dry Cargo Tankers	2 -	11,552 -	27,985 -	1 -	3,337 -	5,005 -	1 -	8,215 -	22,980 -	34 -
1956	6	41,484	64,715	5	34,308	53,965	1	7,176	10,750	
Dry Cargo Tankers	5 1	30,900 10,584	47,950 16,765	4 1	23,724 10,584	37,200 16,765	1 -	7,176 -	10,750 -	14 -
1957	23	201,989	196,260	-	-	-	23	201,989	196,260	
Dry Cargo Tankers	23 -	201,989 -	196,260 -	- -	- -	- -	23 -	201,989 -	196,260 -	34 -
1958	64	482,816	709,701	-	-	-	64	482,816	709,701	
Dry Cargo Tankers	64 4	458,427 24,389	668,099 41,602	- -	- -	- -	64 4	458,427 24,389	668,099 41,602	16 17

DANISH FLAG SHIPS LOST AND SCRAPPED
DURING THE CALENDAR YEARS 1949 THROUGH 1958

	T o t a l			L o s s e s			S c r a p p i n g s			Average Age of Scrapping (Years)
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	
1949	-	-	-	-	-	-	-	-	-	
Dry Cargo Tankers	-	-	-	-	-	-	-	-	-	-
1950	4	7,245	12,420	3	5,003	8,145	1	2,242	4,275	
Dry Cargo Tankers	4	7,245	12,420	3	5,003	8,145	1	2,242	4,275	29
1951	3	6,257	9,318	2	5,208	8,690	1	1,049	628	
Dry Cargo Tankers	3	6,257	9,318	2	5,208	8,690	1	1,049	628	54
1952	3	4,028	6,430	1	1,806	3,288	2	2,222	3,142	
Dry Cargo Tankers	2	2,995	5,063	1	1,806	3,288	1	1,189	1,775	60
	1	1,033	1,367	-	-	-	1	1,033	1,367	28
1953	4	10,281	14,317	-	-	-	4	10,281	14,317	
Dry Cargo Tankers	4	10,281	14,317	-	-	-	4	10,281	14,317	45
1954	3	13,002	19,940	2	7,209	11,375	1	5,793	8,565	
Dry Cargo Tankers	2	7,209	11,375	2	7,209	11,375	-	-	-	-
	1	5,793	8,565	-	-	-	1	5,793	8,565	28
1955	3	10,060	15,032	1	2,928	4,625	2	7,132	10,407	
Dry Cargo Tankers	2	4,346	6,338	1	2,928	4,625	1	1,418	1,713	57
	1	5,714	8,694	-	-	-	1	5,714	8,694	30
1956	1	5,723	8,625	-	-	-	1	5,723	8,625	
Dry Cargo Tankers	-	-	-	-	-	-	-	-	-	-
	1	5,723	8,625	-	-	-	1	5,723	8,625	29
1957	2	3,452	2,705	-	-	-	2	3,452	2,705	
Dry Cargo Tankers	2	3,452	2,705	-	-	-	2	3,452	2,705	40
1958	3	18,724	27,837	1	2,990	3,877	2	15,734	23,960	
Dry Cargo Tankers	3	18,724	27,837	1	2,990	3,877	2	15,734	23,960	39

FRENCH FLAG SHIPS LOST AND SCRAPPED
DURING THE CALENDAR YEARS 1949 THROUGH 1958

Year Type of Ships	T o t a l			L o s s e s			S c r a p p i n g s			Average Age Of Scrapping (Years)
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	
1949	1	4,731	6,945	-	-	-	1	4,731	6,945	
Dry Cargo Tankers	1 -	4,731 -	6,945 -	- -	- -	- -	1 -	4,731 -	6,945 -	30 -
1950	12	48,449	64,456	2	8,442	10,350	10	40,007	54,106	
Dry Cargo Tankers	12 -	48,449 -	64,456 -	2 -	8,442 -	10,350 -	10 -	40,007 -	54,106 -	36 -
1951	5	15,117	16,524	1	1,463	1,850	4	13,654	14,674	
Dry Cargo Tankers	4 1	14,058 1,059	15,109 1,415	1 -	1,463 -	1,850 -	3 1	12,595 1,059	13,259 1,415	39 43
1952	8	65,087	51,910	2	16,732	11,604	6	48,355	40,306	
Dry Cargo Tankers	8 -	65,087 -	51,910 -	2 -	16,732 -	11,604 -	6 -	48,355 -	40,306 -	35 -
1953	15	85,986	90,665	1	2,878	4,700	14	83,108	85,965	
Dry Cargo Tankers	12 3	70,185 15,801	67,940 22,725	1 -	2,878 -	4,700 -	11 3	67,307 15,801	63,240 22,725	32 30
1954	18	98,101	123,045	1	1,487	2,400	17	96,614	120,645	
Dry Cargo Tankers	12 6	56,578 41,523	60,381 62,664	1 -	1,487 -	2,400 -	11 6	55,091 41,523	57,981 62,664	35 29
1955	16	64,295	80,271	2	4,777	8,400	14	59,518	71,871	
Dry Cargo Tankers	11 5	32,477 31,818	31,912 48,359	2 -	4,777 -	8,400 -	9 5	27,700 31,818	23,512 48,359	37 29
1956	7	27,339	20,040	-	-	-	7	27,339	20,040	
Dry Cargo Tankers	7 -	27,339 -	20,040 -	- -	- -	- -	7 -	27,339 -	20,040 -	40 -
1957	2	13,706	16,873	2	13,706	16,873	-	-	-	
Dry Cargo Tankers	1 1	5,438 8,268	7,773 9,100	1 1	5,438 8,268	7,773 9,100	- -	- -	- -	- -
1958	3	19,015	29,164	-	-	-	3	19,015	29,164	
Dry Cargo Tankers	1 2	2,921 16,094	4,674 24,490	- -	- -	- -	1 2	2,921 16,094	4,674 24,490	39 24

GERMAN FLAG SHIPS LOST AND SCRAPPED
DURING THE CALENDAR YEARS 1949 THROUGH 1958

Year Type of Ship	T o t a l			L o s s e s			S c r a p p i n g s			Average Age Of Scrapping (Years)
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	
1949	1	3,584	6,450	-	-	-	1	3,584	6,450	40
Dry Cargo Tankers	1	3,584	6,450	-	-	-	1	3,584	6,450	
1950	1	3,063	5,452	-	-	-	1	3,063	5,452	36
Dry Cargo Tankers	1	3,063	5,452	-	-	-	1	3,063	5,452	
1951	2	2,606	4,500	1	1,494	3,200	1	1,112	1,300	53
Dry Cargo Tankers	2	2,606	4,500	1	1,494	3,200	1	1,112	1,300	
1952	1	5,215	7,235	-	-	-	1	5,215	7,235	34
Dry Cargo Tankers	1	5,215	7,235	-	-	-	1	5,215	7,235	
1953	4	14,704	22,032	1	6,368	9,552	3	8,336	12,480	46
Dry Cargo Tankers	4	14,704	22,032	1	6,368	9,552	3	8,336	12,480	
1954	9	30,034	46,340	1	1,986	3,575	8	28,048	42,765	42
Dry Cargo Tankers	7	13,275	20,195	1	1,986	3,575	6	11,289	16,620	
	2	16,759	26,145	-	-	-	2	16,759	26,145	25
1955	7	25,407	40,061	3	11,406	18,007	4	14,001	22,054	40
Dry Cargo Tankers	6	19,305	30,441	3	11,406	18,007	3	7,899	12,434	
	1	6,102	9,620	-	-	-	1	6,102	9,620	28
1956	3	4,401	6,890	1	1,906	3,050	2	2,495	3,840	41
Dry Cargo Tankers	3	4,401	6,890	1	1,906	3,050	2	2,495	3,840	
1957	4	13,886	20,894	1	1,106	1,500	3	12,780	19,394	49
Dry Cargo Tankers	3	4,789	7,314	1	1,106	1,500	2	3,683	5,814	
	1	9,097	13,580	-	-	-	1	9,097	13,580	38
1958	22	59,833	92,397	3	6,919	10,340	19	52,914	82,057	42
Dry Cargo Tankers	21	52,532	80,962	3	6,919	10,340	18	45,613	70,622	
	1	7,301	11,435	-	-	-	1	7,301	11,435	30

ITALIAN FLAG SHIPS LOST AND SCRAPPED
DURING THE CALENDAR YEARS 1949 THROUGH 1958

Year Type of Ship	T o t a l			L o s s e s			S c r a p p i n g s			Average Age Of Scrapping (Years)
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	
1949	3	17,953	29,625	-	-	-	3	17,953	29,625	
Dry Cargo Tankers	1	5,890	9,600	-	-	-	1	5,890	9,600	38
	2	12,063	20,025	-	-	-	2	12,063	20,025	41
1950	11	52,167	79,263	2	10,891	16,110	9	41,276	63,153	
Dry Cargo Tankers	10	46,324	71,083	2	10,891	16,110	8	35,433	54,973	42
	1	5,843	8,180	-	-	-	1	5,843	8,180	29
1951	5	40,167	45,444	-	-	-	5	40,167	45,444	
Dry Cargo Tankers	5	40,167	45,444	-	-	-	5	40,167	45,444	41
	-	-	-	-	-	-	-	-	-	-
1952	6	36,852	44,944	-	-	-	6	36,852	44,944	
Dry Cargo Tankers	6	36,852	44,944	-	-	-	6	36,852	44,944	42
	-	-	-	-	-	-	-	-	-	-
1953	16	89,297	133,328	2	4,969	8,000	14	84,328	125,328	
Dry Cargo Tankers	14	77,335	115,986	2	4,969	8,000	12	72,366	107,986	37
	2	11,962	17,342	-	-	-	2	11,962	17,342	34
1954	22	114,632	166,659	2	8,263	13,798	20	106,369	152,861	
Dry Cargo Tankers	17	82,996	119,262	2	8,263	13,798	15	74,733	105,464	46
	5	31,636	47,397	-	-	-	5	31,636	47,397	37
1955	24	117,334	178,404	4	15,234	22,917	20	102,100	155,487	
Dry Cargo Tankers	10	35,314	50,907	4	15,234	22,917	6	20,080	27,990	44
	14	82,020	127,497	-	-	-	14	82,020	127,497	37
1956	7	47,062	35,107	4	42,132	27,482	3	4,930	7,625	
Dry Cargo Tankers	7	47,062	35,107	4	42,132	27,482	3	4,930	7,625	57
	-	-	-	-	-	-	-	-	-	-
1957	4	19,288	22,967	2	5,710	8,943	2	13,578	14,024	
Dry Cargo Tankers	4	19,288	22,967	2	5,710	8,943	2	13,578	14,024	51
	-	-	-	-	-	-	-	-	-	-
1958	25	119,019	185,976	5	24,038	37,996	20	94,981	147,980	
Dry Cargo Tankers	23	106,732	166,592	5	24,038	37,996	18	82,694	128,596	42
	2	12,287	19,384	-	-	-	2	12,287	19,384	39

JAPANESE FLAG SHIPS LOST AND SCRAPPED
DURING THE CALENDAR YEARS 1949 THROUGH 1958

Year Type of Ship	T o t a l			L o s s e s			S c r a p p i n g s			Average Age Of Scrapping (Years)
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	
1949	2	8,097	11,740	2	8,097	11,740	-	-	-	
Dry Cargo Tankers	1	2,219	3,300	1	2,219	3,300	-	-	-	-
	1	5,878	8,440	1	5,878	8,440	-	-	-	-
1950	3	6,307	9,751	3	6,307	9,751	-	-	-	
Dry Cargo Tankers	3	6,307	9,751	3	6,307	9,751	-	-	-	-
	-	-	-	-	-	-	-	-	-	-
1951	11	20,440	31,126	6	13,465	22,494	5	6,975	8,632	
Dry Cargo Tankers	10	19,400	29,626	6	13,465	22,494	4	5,935	7,132	36
	1	1,040	1,500	-	-	-	1	1,040	1,500	8
1952	9	31,121	47,040	1	5,148	8,740	8	25,973	38,300	
Dry Cargo Tankers	9	31,121	47,040	1	5,148	8,740	8	25,973	38,300	34
	-	-	-	-	-	-	-	-	-	-
1953	1	9,670	14,505	1	9,670	14,505	-	-	-	
Dry Cargo Tankers	1	9,670	14,505	1	9,670	14,505	-	-	-	-
	-	-	-	-	-	-	-	-	-	-
1954	3	8,567	11,186	1	6,312	7,763	2	2,255	3,423	
Dry Cargo Tankers	3	8,567	11,186	1	6,312	7,763	2	2,255	3,423	39
	-	-	-	-	-	-	-	-	-	-
1955	8	36,277	53,966	1	1,339	1,968	7	34,938	51,998	
Dry Cargo Tankers	6	20,472	29,060	1	1,339	1,968	5	19,133	27,092	36
	2	15,805	24,906	-	-	-	2	15,805	24,906	30
1956	5	19,228	20,854	3	6,503	9,884	2	12,725	10,970	
Dry Cargo Tankers	5	19,228	20,854	3	6,503	9,884	2	12,725	10,970	19
	-	-	-	-	-	-	-	-	-	-
1957	3	13,616	8,220	1	1,384	2,100	2	12,232	6,120	
Dry Cargo Tankers	3	13,616	8,220	1	1,384	2,100	2	12,232	6,120	38
	-	-	-	-	-	-	-	-	-	-
1958	7	58,749	52,682	3	15,826	22,473	4	42,923	30,209	
Dry Cargo Tankers	7	58,749	52,682	3	15,826	22,473	4	42,923	30,209	30
	-	-	-	-	-	-	-	-	-	-

LIBERIAN FLAG SHIPS LOST AND SCRAPPED
DURING THE CALENDAR YEARS 1952 THROUGH 1958

Year Type of Ship	T o t a l			L o s s e s			S c r a p p i n g s			Average Age Of Scrapping (Years)
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	
1952	1	5,250	8,318	1	5,250	8,318	-	-	-	
Dry Cargo Tankers	1 -	5,250 -	8,318 -	1 -	5,250 -	8,318 -	- -	- -	- -	- -
1953	8	62,953	96,440	3	25,224	38,865	5	37,729	57,575	
Dry Cargo Tankers	2 6	14,265 48,688	21,427 75,013	1 2	6,323 18,901	9,875 28,990	1 4	7,942 29,787	11,552 46,023	36 35
1954	5	38,039	58,692	1	7,404	11,235	4	30,635	47,457	
Dry Cargo Tankers	2 3	15,300 22,739	22,787 35,905	1 -	7,404 -	11,235 -	1 3	7,896 22,739	11,552 35,905	37 31
1955	8	39,714	61,486	3	13,277	20,772	5	26,437	40,714	
Dry Cargo Tankers	5 3	19,974 19,740	31,927 29,559	3 -	13,277 -	20,772 -	2 3	6,697 19,740	11,155 29,559	47 28
1956	6	36,206	44,050	3	19,180	29,075	3	17,026	14,975	
Dry Cargo Tankers	5 1	30,055 6,151	34,705 9,345	3 -	19,180 -	29,075 -	2 1	10,875 6,151	5,630 9,345	42 27
1957	4	43,235	68,416	2	32,819	53,039	2	10,416	15,377	
Dry Cargo Tankers	2 2	10,416 32,819	15,377 53,039	- 2	- 32,819	- 53,039	2 -	10,416 -	15,377 -	27 -
1958	6	28,983	41,502	4	15,232	21,959	2	13,751	19,543	
Dry Cargo Tankers	6 -	28,983 -	41,502 -	4 -	15,232 -	21,959 -	2 -	13,751 -	19,543 -	38

NETHERLANDS FLAG SHIPS LOST AND SCRAPPED
DURING THE CALENDAR YEARS 1949 THROUGH 1958

Year Type of Ship	T o t a l			L o s s e s			S c r a p p i n g s			Average Age Of Strapping (Years)
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	
1949	1	3,242	1,750	-	-	-	1	3,242	1,750	
Dry Cargo Tankers	1 -	3,242 -	1,750 -	- -	- -	- -	1 1	3,242 3,242	1,750 1,750	38 -
1950	5	19,272	29,167	1	2,130	3,500	4	17,142	25,667	
Dry Cargo Tankers	5 -	19,272 -	29,167 -	1 -	2,130 -	3,500 -	4 -	17,142 -	25,667 -	35 -
1951	-	-	-	-	-	-	-	-	-	-
Dry Cargo Tankers	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
1952	4	21,807	17,057	-	-	-	4	21,807	17,057	
Dry Cargo Tankers	4 -	21,807 -	17,057 -	- -	- -	- -	4 -	21,807 -	17,057 -	39 -
1953	9	46,976	47,626	1	10,544	9,933	8	36,432	37,693	
Dry Cargo Tankers	5 4	36,313 10,663	34,673 12,953	1 -	10,544 -	9,933 -	4 4	25,769 10,663	24,740 12,953	29 28
1954	11	44,325	57,840	1	1,567	2,726	10	42,758	55,114	
Dry Cargo Tankers	4 7	25,803 18,522	35,252 22,588	1 -	1,567 -	2,726 -	3 7	24,236 18,522	32,526 22,588	35 27
1955	3	9,797	12,064	-	-	-	3	9,797	12,064	
Dry Cargo Tankers	- 3	- 9,797	- 12,064	- -	- -	- -	- 3	- 9,797	- 12,064	- 18
1956	5	14,219	15,197	1	6,410	8,830	4	7,809	6,367	
Dry Cargo Tankers	5 -	14,219 -	15,197 -	1 -	6,410 -	8,830 -	4 -	7,809 -	6,367 -	30 -
1957	11	47,495	65,907	1	2,817	3,903	10	44,678	62,004	
Dry Cargo Tankers	4 7	11,611 35,884	15,328 50,579	1 -	2,817 -	3,903 -	3 7	8,794 35,884	11,425 50,579	31 25
1958	23	136,337	178,920	1	2,661	2,397	22	133,676	176,523	
Dry Cargo Tankers	19 4	105,994 30,343	133,681 45,239	1 -	2,661 -	2,397 -	18 4	103,333 30,343	131,284 45,239	34 23

NORWEGIAN FLAG SHIPS LOST AND SCRAPPED
DURING THE CALENDAR YEARS 1949 THROUGH 1958

Year Type of Ship	T o t a l			L o s s e s			S c r a p p i n g s			Average Age Of Scrapping (Years)
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	
1949	5	12,834	21,735	5	12,834	21,735	-	-	-	
Dry Cargo Tankers	5 -	12,834 -	21,735 -	5 -	12,834 -	21,735 -	- -	- -	- -	- -
1950	11	30,372	47,153	8	21,507	34,529	3	8,865	12,624	
Dry Cargo Tankers	9 2	22,889 7,483	35,988 11,165	8 -	21,507 -	34,529 -	1 2	1,382 7,483	1,459 11,165	26 30
1951	6	24,282	38,221	6	24,282	38,221	-	-	-	
Dry Cargo Tankers	5 1	15,865 8,417	25,771 12,450	5 1	15,865 8,417	25,771 12,450	- -	- -	- -	- -
1952	4	16,437	27,175	3	11,766	19,525	1	4,671	7,650	
Dry Cargo Tankers	4 -	16,437 -	27,175 -	3 -	11,766 -	19,525 -	1 -	4,671 -	7,650 -	47 -
1953	4	11,474	17,113	2	3,309	5,013	2	8,165	12,100	
Dry Cargo Tankers	4 -	11,474 -	17,113 -	2 -	3,309 -	5,013 -	2 -	8,165 -	12,100 -	45 -
1954	16	75,063	110,684	2	6,641	8,750	14	68,422	101,934	
Dry Cargo Tankers	10 6	26,708 48,355	39,273 71,411	2 -	6,641 -	8,750 -	8 6	20,067 48,355	30,523 71,411	39 34
1955	12	67,660	103,595	1	1,575	2,500	11	66,085	101,095	
Dry Cargo Tankers	3 9	6,900 60,760	10,440 93,155	1 -	1,575 -	2,500 -	2 9	5,325 60,760	7,940 93,155	35 26
1956	5	27,904	42,168	3	13,914	20,383	2	13,990	21,785	
Dry Cargo Tankers	3 2	13,914 13,990	20,383 21,785	3 -	13,914 -	20,383 -	- 2	- 13,990	- 21,785	- 27
1957	5	19,038	30,630	3	16,488	26,630	2	2,550	4,000	
Dry Cargo Tankers	5 -	19,038 -	30,630 -	3 -	16,488 -	26,630 -	2 -	2,550 -	4,000 -	48 -
1958	6	40,156	55,766	2	19,760	23,600	4	20,396	32,166	
Dry Cargo Tankers	3 3	16,458 23,698	20,005 35,761	1 1	9,786 9,974	8,800 14,800	2 2	6,672 13,724	11,205 20,961	43 29

PANAMANIAN FLAG SHIPS LOST AND SCRAPPED
DURING THE CALENDAR YEARS 1949 THROUGH 1958

Year Type of Ship	T o t a l			L o s s e s			S c r a p p i n g s			Average Age Of Scrapping (Years)
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	
1949	25	154,611	237,518	4	12,840	16,908	21	141,771	220,610	
Dry Cargo Tankers	7	25,845	38,008	4	12,840	16,908	3	13,005	21,100	32
	18	128,766	199,510	-	-	-	18	128,766	199,510	31
1950	13	55,545	85,072	3	12,305	18,225	10	43,240	66,847	
Dry Cargo Tankers	11	41,875	64,609	3	12,305	18,225	8	29,570	46,384	38
	2	13,670	20,463	-	-	-	2	13,670	20,463	33
1951	15	71,633	102,840	5	17,809	27,530	10	53,824	75,310	
Dry Cargo Tankers	11	48,897	67,230	4	14,861	23,180	7	34,036	44,050	40
	4	22,736	35,610	1	2,948	4,350	3	19,788	31,260	33
1952	29	129,622	178,467	4	16,378	26,000	25	113,244	152,467	
Dry Cargo Tankers	29	129,622	178,467	4	16,378	26,000	25	113,244	152,467	40
	-	-	-	-	-	-	-	-	-	-
1953	33	167,421	250,879	2	7,848	11,339	31	159,573	239,540	
Dry Cargo Tankers	25	118,041	176,354	2	7,848	11,339	23	110,193	165,015	39
	8	49,380	74,525	-	-	-	8	49,380	74,525	31
1954	45	257,431	394,487	5	25,536	35,659	40	231,895	358,828	
Dry Cargo Tankers	24	96,984	141,790	5	25,536	35,659	19	71,448	106,131	41
	21	160,447	252,697	-	-	-	21	160,447	252,697	31
1955	19	104,593	147,010	5	26,001	35,801	14	78,592	111,209	
Dry Cargo Tankers	11	53,138	66,938	5	26,001	35,801	6	27,137	31,137	41
	8	51,455	80,072	-	-	-	8	51,455	80,072	33
1956	10	29,996	44,697	3	13,832	20,617	7	16,164	24,080	
Dry Cargo Tankers	8	20,317	30,347	3	13,832	20,617	5	6,485	9,730	43
	2	9,679	14,350	-	-	-	2	9,679	14,350	33
1957	11	38,329	60,305	4	17,821	28,849	7	20,508	31,456	
Dry Cargo Tankers	8	23,911	38,008	3	11,732	19,400	5	12,179	18,608	46
	3	14,418	22,297	1	6,089	9,449	2	8,329	12,848	24
1958	41	185,026	265,384	11	46,212	71,721	30	138,814	193,663	
Dry Cargo Tankers	40	178,834	255,484	11	46,212	71,721	29	132,622	183,763	42
	1	6,192	9,900	-	-	-	1	6,192	9,900	32

SWEDISH FLAG SHIPS LOST AND SCRAPPED
DURING THE CALENDAR YEARS 1949 THROUGH 1958

Year Type of Ship	T o t a l			L o s s e s			S c r a p p i n g s			Average Age Of Scrapping (Years)
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	
1949	3	4,706	6,900	3	4,706	6,900	-	-	-	
Dry Cargo Tankers	3 -	4,706 -	6,900 -	3 -	4,706 -	6,900 -	- -	- -	- -	- -
1950	1	1,140	1,500	1	1,140	1,500	-	-	-	
Dry Cargo Tankers	1 -	1,140 -	1,500 -	1 -	1,140 -	1,500 -	- -	- -	- -	- -
1951	6	8,425	11,790	3	5,091	7,530	3	3,334	4,260	
Dry Cargo Tankers	6 -	8,425 -	11,790 -	3 -	5,091 -	7,530 -	3 -	3,334 -	4,260 -	57 -
1952	3	4,214	6,100	-	-	-	3	4,214	6,100	
Dry Cargo Tankers	3 -	4,214 -	6,100 -	- -	- -	- -	3 -	4,214 -	6,100 -	71 -
1953	20	49,464	74,085	7	26,567	39,620	13	22,897	34,465	
Dry Cargo Tankers	19 1	43,964 5,500	65,855 8,230	7 -	26,567 -	39,620 -	12 1	17,397 5,500	26,235 8,230	53 32
1954	13	22,819	34,065	4	9,425	13,350	9	13,394	20,715	
Dry Cargo Tankers	13 -	22,819 -	34,065 -	4 -	9,425 -	13,350 -	9 -	13,394 -	20,715 -	49 -
1955	16	37,926	59,052	6	18,984	30,095	10	18,942	28,957	
Dry Cargo Tankers	15 1	31,994 5,932	49,235 9,817	6 -	18,984 -	30,095 -	9 1	13,010 5,932	19,140 9,817	55 35
1956	10	25,438	35,425	2	12,499	16,360	8	12,939	19,065	
Dry Cargo Tankers	10 -	25,438 -	35,425 -	2 -	12,499 -	16,360 -	8 -	12,939 -	19,065 -	54 -
1957	8	18,708	29,914	5	12,186	19,014	3	6,522	10,900	
Dry Cargo Tankers	7 1	17,506 1,202	28,494 1,420	4 1	10,984 1,202	17,594 1,420	3 -	6,522 -	10,900 -	49 -
1958	10	21,512	35,245	2	4,699	7,290	8	16,813	27,955	
Dry Cargo Tankers	10 -	21,512 -	35,245 -	2 -	4,699 -	7,290 -	8 -	16,813 -	27,955 -	45 -

UNITED KINGDOM FLAG SHIPS LOST AND SCRAPPED
DURING THE CALENDAR YEARS 1949 THROUGH 1958

Year Type of Ship	T o t a l			L o s s e s			S c r a p p i n g s			Average Age Of Scrapping (Years)
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	
1949	44	252,738	314,036	11	57,279	67,896	33	195,459	246,140	
Dry Cargo Tankers	38 6	225,176 27,562	272,032 42,004	11 -	57,279 -	67,896 -	27 6	167,897 27,562	204,136 42,004	33 35
1950	44	289,058	330,617	9	46,787	70,563	35	242,271	260,054	
Dry Cargo Tankers	41 3	273,182 15,876	306,573 24,044	8 1	39,383 7,404	59,813 10,750	33 2	233,799 8,472	246,760 13,294	34 31
1951	23	130,750	163,607	6	32,704	47,011	17	98,046	116,596	
Dry Cargo Tankers	19 4	109,284 21,466	134,456 29,151	6 -	32,704 -	47,011 -	13 4	76,580 21,466	87,445 29,151	37 38
1952	38	270,827	298,623	2	8,193	11,797	36	262,634	286,826	
Dry Cargo Tankers	36 2	257,177 13,650	282,572 16,051	2 -	8,193 -	11,797 -	34 2	248,984 13,650	270,775 16,051	34 45
1953	64	457,219	572,541	7	50,397	51,544	57	406,822	520,997	
Dry Cargo Tankers	33 31	251,702 205,517	257,334 315,207	7 -	50,397 -	51,544 -	26 31	201,305 205,517	205,790 315,207	32 29
1954	55	349,672	418,205	6	24,598	37,697	49	325,074	380,508	
Dry Cargo Tankers	36 19	214,586 135,086	215,377 202,828	6 -	24,598 -	37,697 -	30 19	189,988 135,086	177,680 202,828	33 29
1955	31	161,345	216,231	6	24,465	36,680	25	136,880	179,551	
Dry Cargo Tankers	23 8	104,700 56,645	130,844 85,387	6 -	24,465 -	36,680 -	17 8	80,235 56,645	94,164 85,387	35 28
1956	30	162,147	155,237	7	29,417	43,091	23	132,730	112,146	
Dry Cargo Tankers	25 5	135,765 26,382	115,537 39,700	6 1	21,186 8,231	30,873 12,218	19 4	114,579 18,151	84,664 27,482	36 33
1957	42	299,457	311,751	4	18,721	25,890	38	280,736	285,861	
Dry Cargo Tankers	33 9	245,891 53,566	230,692 81,059	4 -	18,721 -	25,890 -	29 9	227,170 53,566	204,802 81,059	36 34
1958	57	355,444	486,142	4	31,045	47,275	53	324,399	438,867	
Dry Cargo Tankers	36 21	166,903 188,541	207,216 278,926	3 1	18,767 12,278	29,275 18,000	33 20	148,136 176,263	177,941 260,926	34 23

FLAG TRANSFERS

VESSELS SOLD FOR FOREIGN REGISTRY UNDER THE SHIP SALES ACT OF 1946
BY COUNTRY OF REGISTRY

Countries	Total All Types	DESIGN TYPE								
		C1	C2	Liberty	VC2-S-AP2	VC2-S-AP3	N3	CL-M-AVL	T2	T1
Total - All Countries	1,113	48	8	589	66	34	61	91	203	13
British Commonwealth of Nations	253	3	-	132	15	8	30	4	61	-
United Kingdom	218	1	-	118	12	2	30	4	51	-
Canada	8	-	-	-	-	-	-	-	8	-
India	15	-	-	9	-	6	-	-	-	-
New Zealand	2	2	-	-	-	-	-	-	-	-
Pakistan	1	-	-	1	-	-	-	-	-	-
Union of South Africa	9	-	-	4	3	-	-	-	2	-
Argentina	24	-	-	2	9	8	2	-	-	3
Belgium	15	-	-	4	4	6	-	-	1	-
Brazil	12	-	-	-	-	-	-	12	-	-
Chile	6	-	4	-	-	-	-	2	-	-
China	33	4	-	10	3	-	8	8	-	-
Colombia	8	-	-	-	-	-	-	8	-	-
Cuba	4	-	-	-	-	-	-	4	-	-
Denmark	19	7	-	9	3	-	-	-	-	-
Egypt	2	2	-	-	-	-	-	-	-	-
Finland	3	-	-	2	-	-	1	-	-	-
France	98	-	-	76	-	-	-	4	18	-
Greece	107	-	-	98	-	-	-	2	7	-
Honduras	23	-	-	20	-	-	-	3	-	-
Iceland	1	-	-	-	-	-	-	1	-	-
Iran	1	-	-	1	-	-	-	-	-	-
Italy	123	-	-	95	-	-	8	-	20	-
Netherlands	84	2	1	28	21	11	3	6	5	7
Nicaragua	2	-	-	-	-	-	2	-	-	-
Norway	102	27	-	45	-	-	-	13	17	-
Panama	152	1	3	63	7	-	-	6	71	1
Peru	8	-	-	-	2	-	2	4	-	-
Philippine Islands	6	2	-	-	-	-	-	4	-	-
Poland	1	-	-	-	-	1	-	-	-	-
Portugal	3	-	-	-	-	-	3	-	-	-
Sweden	6	-	-	2	-	-	-	4	-	-
Turkey	10	-	-	-	2	-	2	4	1	1
Uruguay	6	-	-	2	-	-	-	2	2	-
Venezuela	1	-	-	-	-	-	-	-	-	1

UNITED STATES FLAG SHIPS TRANSFERRED TO FOREIGN FLAGS
FOR THE YEARS 1949 THROUGH 1958

Year Registry to Which Transferred Design	T o t a l			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
1949									
<u>Total</u>	<u>30</u>	<u>202,036</u>	<u>297,960</u>	<u>19</u>	<u>107,165</u>	<u>154,600</u>	<u>11</u>	<u>94,871</u>	<u>143,360</u>
<u>Panamanian</u>	15	126,820	188,775	4	31,949	45,415	11	94,871	143,360
C3-S-A1	1	7,129	13,185	1	7,129	13,185	-	-	-
C3 Pass. & Cargo	1	9,000	8,500	1	9,000	8,500	-	-	-
T1-M-A2	1	1,136	1,457	-	-	-	1	1,136	1,457
-	12	109,555	165,633	2	15,820	23,730	10	93,735	141,903
<u>Italian</u>	5	26,624	40,690	5	26,624	40,690	-	-	-
C3-S-A1	1	7,800	12,525	1	7,800	12,525	-	-	-
N3-S-A2	1	1,885	2,757	1	1,885	2,757	-	-	-
-	3	16,939	25,408	3	16,939	25,408	-	-	-
<u>Argentine</u>	3	19,975	29,962	3	19,975	29,962	-	-	-
C3-S-A1	2	15,600	23,400	2	15,600	23,400	-	-	-
-	1	4,375	6,562	1	4,375	6,562	-	-	-
<u>Danish</u>	2	4,313	8,100	2	4,313	8,100	-	-	-
-	2	4,313	8,100	2	4,313	8,100	-	-	-
<u>French</u>	2	8,313	6,447	2	8,313	6,447	-	-	-
-	2	8,313	6,447	2	8,313	6,447	-	-	-
<u>Mexican</u>	1	4,826	7,239	1	4,826	7,239	-	-	-
C1-S-D1	1	4,826	7,239	1	4,826	7,239	-	-	-
<u>New Zealand</u>	1	3,088	4,632	1	3,088	4,632	-	-	-
-	1	3,088	4,632	1	3,088	4,632	-	-	-
<u>Turkish</u>	1	8,077	12,115	1	8,077	12,115	-	-	-
-	1	8,077	12,115	1	8,077	12,115	-	-	-
1950									
<u>Total</u>	<u>22</u>	<u>173,851</u>	<u>262,048</u>	<u>7</u>	<u>34,294</u>	<u>52,714</u>	<u>15</u>	<u>139,557</u>	<u>209,334</u>
<u>Panamanian</u>	8	86,119	129,978	1	7,800	12,500	7	78,319	117,478
T2-SE-A1	1	10,448	15,672	-	-	-	1	10,448	15,672
C3-S-A2	1	7,800	12,500	1	7,800	12,500	-	-	-
-	6	67,871	101,806	-	-	-	6	67,871	101,806
<u>Mexican</u>	4	28,850	43,275	-	-	-	4	28,850	43,275
Z-ET1-S-C3	4	28,850	43,275	-	-	-	4	28,850	43,275
<u>Israeli</u>	3	14,363	22,093	3	14,363	22,093	-	-	-
-	3	14,363	22,093	3	14,363	22,093	-	-	-

UNITED STATES FLAG SHIPS TRANSFERRED TO FOREIGN FLAGS
FOR THE YEARS 1949 THROUGH 1958--Continued

Year Registry to Which Transferred Design	T o t a l			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
1950 (Continued)									
<u>Greek</u>	2	9,628	14,366	1	2,385	3,502	1	7,243	10,864
Z-ET1-S-C3	1	7,243	10,864	-	-	-	1	7,243	10,864
-	1	2,385	3,502	1	2,385	3,502	-	-	-
<u>Liberian</u>	2	17,338	26,007	-	-	-	2	17,338	26,007
-	2	17,338	26,007	-	-	-	2	17,338	26,007
<u>Canadian</u>	1	1,946	2,919	1	1,946	2,919	-	-	-
-	1	1,946	2,919	1	1,946	2,919	-	-	-
<u>Italian</u>	1	7,800	11,700	1	7,800	11,700	-	-	-
C3-S-A2	1	7,800	11,700	1	7,800	11,700	-	-	-
<u>Turkish</u>	1	7,807	11,710	-	-	-	1	7,807	11,710
-	1	7,807	11,710	-	-	-	1	7,807	11,710
1951									
<u>Total</u>	8	47,655	72,929	5	21,155	31,803	3	26,500	41,126
<u>Honduran</u>	2	9,366	14,730	2	9,366	14,730	-	-	-
-	2	9,366	14,730	2	9,366	14,730	-	-	-
<u>Panamanian</u>	2	9,710	14,243	2	9,710	14,243	-	-	-
Z-ET1-S-C3	1	7,163	11,000	1	7,163	11,000	-	-	-
-	1	2,547	3,243	1	2,547	3,243	-	-	-
<u>Finnish</u>	1	2,079	2,830	1	2,079	2,830	-	-	-
-	1	2,079	2,830	1	2,079	2,830	-	-	-
<u>German</u>	1	9,409	14,521	-	-	-	1	9,409	14,521
-	1	9,409	14,521	-	-	-	1	9,409	14,521
<u>Greek</u>	1	6,703	10,475	-	-	-	1	6,703	10,475
-	1	6,703	10,475	-	-	-	1	6,703	10,475
<u>Liberian</u>	1	10,388	16,130	-	-	-	1	10,388	16,130
-	1	10,388	16,130	-	-	-	1	10,388	16,130

UNITED STATES FLAG SHIPS TRANSFERRED TO FOREIGN FLAGS
FOR THE YEARS 1949 THROUGH 1958--Continued

Year Registry to Which Transferred Design	T o t a l			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
1952									
<u>Total</u>	<u>21</u>	<u>144,924</u>	<u>218,856</u>	<u>12</u>	<u>75,747</u>	<u>113,516</u>	<u>9</u>	<u>69,177</u>	<u>105,340</u>
<u>Panamanian</u>	11	78,594	118,292	5	30,014	44,796	6	48,580	73,496
EC2-S-C1	2	14,502	21,404	2	14,502	21,404	-	-	-
Z-ET1-S-C3	6	43,267	63,970	2	14,332	21,392	4	28,935	42,578
T2-SE-A1	1	11,217	18,318	-	-	-	1	11,217	18,318
-	2	9,608	14,600	1	1,180	2,000	1	8,428	12,600
<u>Liberian</u>	5	36,435	54,948	2	15,838	23,104	3	20,597	31,844
-	5	36,435	54,948	2	15,838	23,104	3	20,597	31,844
<u>Italian</u>	2	11,205	16,760	2	11,205	16,760	-	-	-
EC2-S-C1	1	7,200	10,469	1	7,200	10,469	-	-	-
-	1	4,005	6,291	1	4,005	6,291	-	-	-
<u>Israeli</u>	1	5,686	9,370	1	5,686	9,370	-	-	-
-	1	5,686	9,370	1	5,686	9,370	-	-	-
<u>Japanese</u>	1	5,794	8,830	1	5,794	8,830	-	-	-
-	1	5,794	8,830	1	5,794	8,830	-	-	-
<u>United Kingdom</u>	1	7,210	10,656	1	7,210	10,656	-	-	-
Z-ET1-S-C3	1	7,210	10,656	1	7,210	10,656	-	-	-
1953									
<u>Total</u>	<u>14</u>	<u>111,783</u>	<u>148,571</u>	<u>10</u>	<u>83,647</u>	<u>105,561</u>	<u>4</u>	<u>28,136</u>	<u>43,010</u>
<u>Panamanian</u>	12	94,082	120,433	10	83,647	105,561	2	10,435	14,872
EC2-S-C1	8	57,963	85,554	8	57,963	85,554	-	-	-
Z-ET1-S-C3	2	14,362	21,327	1	7,177	10,660	1	7,185	10,667
T1-M-BT2	1	3,250	4,205	-	-	-	1	3,250	4,205
-	1	18,507	9,347	1	18,507	9,347	-	-	-
<u>Liberian</u>	2	17,701	28,138	-	-	-	2	17,701	28,138
T2-SE-A1	1	10,564	16,738	-	-	-	1	10,564	16,738
-	1	7,137	11,400	-	-	-	1	7,137	11,400
1954									
<u>Total</u>	<u>114</u>	<u>848,881</u>	<u>1,268,288</u>	<u>70</u>	<u>488,125</u>	<u>715,201</u>	<u>44</u>	<u>360,756</u>	<u>553,087</u>
<u>Liberian</u>	91	658,937	976,315	65	454,780	669,282	26	204,157	307,033
EC2-S-C1	50	360,938	537,099	50	360,938	537,099	-	-	-
EC2-S-AW1	4	26,800	44,100	4	26,800	44,100	-	-	-
Z-ET1-S-C3	25	183,437	268,362	5	36,071	54,305	20	147,366	214,057
CI-B	1	6,756	9,540	1	6,756	9,540	-	-	-
T2-SE-A1	3	31,044	50,295	-	-	-	3	31,044	50,295
-	8	49,962	66,919	5	24,215	24,238	3	25,747	42,681

UNITED STATES FLAG SHIPS TRANSFERRED TO FOREIGN FLAGS
FOR THE YEARS 1949 THROUGH 1958--Continued

Year Registry to Which Transferred Design	T o t a l			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
1954 (Continued)									
<u>Panamanian</u>	18	148,193	222,723	4	27,659	36,549	14	120,534	186,174
EC2-S-C1	2	14,420	21,840	2	14,420	21,840	-	-	-
C2-S-B1	1	6,125	10,507	1	6,125	10,507	-	-	-
Z-ET1-S-C3	7	50,632	74,101	-	-	-	7	50,632	74,101
T2-SE-A1	4	41,768	66,069	-	-	-	4	41,768	66,069
-	4	35,248	50,206	1	7,114	4,202	3	28,134	46,004
<u>Honduran</u>	4	32,799	53,800	1	5,686	9,370	3	27,113	44,430
-	4	32,799	53,800	1	5,686	9,370	3	27,113	44,430
<u>Chinese</u>	1	8,952	15,450	-	-	-	1	8,952	15,450
-	1	8,952	15,450	-	-	-	1	8,952	15,450
1955									
<u>Total</u>	<u>49</u>	<u>395,694</u>	<u>590,011</u>	<u>28</u>	<u>193,496</u>	<u>270,180</u>	<u>21</u>	<u>202,198</u>	<u>319,831</u>
<u>Liberian</u>	42	341,493	504,608	25	178,589	247,659	17	162,904	256,949
EC2-S-C1	13	93,921	139,862	13	93,921	139,862	-	-	-
Z-EC2-S-C5	1	8,557	12,410	1	8,557	12,410	-	-	-
Z-ET1-S-C3	6	47,055	69,739	6	47,055	69,739	-	-	-
T2-SE-A1	7	72,156	114,723	-	-	-	7	72,156	114,723
-	15	119,804	167,874	5	29,056	25,648	10	90,748	142,226
<u>Panamanian</u>	4	34,605	55,924	1	7,215	10,920	3	27,390	45,004
EC2-S-C1	1	7,215	10,920	1	7,215	10,920	-	-	-
-	3	27,390	45,004	-	-	-	3	27,390	45,004
<u>Korean</u>	2	7,692	11,601	2	7,692	11,601	-	-	-
C1-M-AV1	2	7,692	11,601	2	7,692	11,601	-	-	-
<u>German</u>	1	11,904	17,878	-	-	-	1	11,904	17,878
-	1	11,904	17,878	-	-	-	1	11,904	17,878
1956									
<u>Total</u>	<u>53</u>	<u>336,480</u>	<u>525,619</u>	<u>32</u>	<u>139,072</u>	<u>209,727</u>	<u>21</u>	<u>197,408</u>	<u>315,892</u>
<u>Liberian</u>	23	181,522	287,379	7	36,860	53,888	16	144,662	233,491
EC2-S-C1	3	21,645	32,276	3	21,645	32,276	-	-	-
T2-SE-A1	8	83,957	132,861	-	-	-	8	83,957	132,861
-	12	75,920	122,242	4	15,215	21,612	8	60,705	100,630
<u>Panamanian</u>	7	67,247	104,001	2	14,501	21,600	5	52,746	82,401
EC2-S-C1	2	14,501	21,600	2	14,501	21,600	-	-	-
T2-SE-A1	5	52,746	82,401	-	-	-	5	52,746	82,401
<u>Brazilian</u>	12	45,694	71,020	12	45,694	71,020	-	-	-
C1-M-AV1	12	45,694	71,020	12	45,694	71,020	-	-	-

UNITED STATES FLAG SHIPS TRANSFERRED TO FOREIGN FLAGS
FOR THE YEARS 1949 THROUGH 1958--Continued

Year Registry to Which Transferred Design	T o t a l			Dry Cargo			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
1956 (Continued)									
<u>Korean</u>	6	22,992	36,128	6	22,992	36,128	-	-	-
C1-M-AV1	6	22,992	36,128	6	22,992	36,128	-	-	-
<u>Philippine</u>	5	19,025	27,091	5	19,025	27,091	-	-	-
C1-M-AV1	5	19,025	27,091	5	19,025	27,091	-	-	-
1957									
<u>Total</u>	<u>68</u>	<u>559,826</u>	<u>843,062</u>	<u>39</u>	<u>272,858</u>	<u>387,072</u>	<u>29</u>	<u>286,968</u>	<u>455,990</u>
<u>Liberian</u>	60	520,228	800,582	34	247,645	366,997	26	272,583	433,585
EC2-S-C1	28	202,719	303,143	28	202,719	303,143	-	-	-
VC2-S-AP2	4	30,484	42,326	4	30,484	42,326	-	-	-
Z-ET1-S-C3	1	7,219	10,558	1	7,219	10,558	-	-	-
T2-SE-A1	25	261,285	415,434	-	-	-	25	261,285	415,434
-	2	18,521	29,121	1	7,223	10,970	1	11,298	18,151
<u>Panamanian</u>	2	12,552	19,947	-	-	-	2	12,552	19,947
T2-SE-A1	1	10,584	16,540	-	-	-	1	10,584	16,540
-	1	1,968	3,407	-	-	-	1	1,968	3,407
<u>German</u>	2	14,075	8,550	2	14,075	8,550	-	-	-
-	2	14,075	8,550	2	14,075	8,550	-	-	-
<u>Peruvian</u>	2	4,265	6,510	2	4,265	6,510	-	-	-
-	2	4,265	6,510	2	4,265	6,510	-	-	-
<u>French</u>	1	1,833	2,458	-	-	-	1	1,833	2,458
-	1	1,833	2,458	-	-	-	1	1,833	2,458
<u>Swedish</u>	1	6,873	5,015	1	6,873	5,015	-	-	-
-	1	6,873	5,015	1	6,873	5,015	-	-	-
1958									
<u>Total</u>	<u>9</u>	<u>71,927</u>	<u>96,007</u>	<u>4</u>	<u>23,750</u>	<u>19,506</u>	<u>5</u>	<u>48,177</u>	<u>76,501</u>
<u>Liberian</u>	3	24,220	38,019	1	3,133	4,732	2	21,087	33,287
C1-MT-BU1	1	3,133	4,732	1	3,133	4,732	-	-	-
T2-SE-A1	2	21,087	33,287	-	-	-	2	21,087	33,287
<u>United Kingdom</u>	3	20,617	14,774	3	20,617	14,774	-	-	-
-	3	20,617	14,774	3	20,617	14,774	-	-	-
<u>Panamanian</u>	2	20,253	32,334	-	-	-	2	20,253	32,334
T2	1	9,854	15,910	-	-	-	1	9,854	15,910
T3-S-A1	1	10,399	16,424	-	-	-	1	10,399	16,424
<u>Venezuela</u>	1	6,837	10,880	-	-	-	1	6,837	10,880
-	1	6,837	10,880	-	-	-	1	6,837	10,880

UNITED STATES FLAG SHIPS TRANSFERRED FOREIGN DURING THE CALENDAR YEAR 1958

Name of Ship	Date of Approval	Date of Actual Transfer	Year Built	Type & Design	Gross Tons	Dead-weight Tons	Speed (Knots)	Company Transferred From	Company Transferred To	Flag	Conditions of Approval
FREDERICKSBURG	1-22-58	2-20-58	1943	Tanker T2-S2-41	10,564	16,760	15	Peco Tankers, Inc.	Theatre Navigation Corp.	Lib.	A-E-C-D
ESSO BROOKLYN	2-19-58	3-26-58	1943	Tanker T3-S-41	10,399	16,424	15	Esso Shipping Company	Panama Transport Company	Pan.	A-E-C-D
BIDWELL	3-11-58	3-13-58	1920	Tanker	6,837	10,880	11	Sun Oil Company	Venezuelan Sun Oil Company	Venez.	C
TASGALUSA	3-15-57	6-25-58	1942	Tanker T2	9,854	15,910	15	Socony-Mobil Oil Co., Inc.	Mobil Tankers Co., S.A.	Pan.	A-E-C-D
GULFDAWN	5- 5-58	5- 5-58	1943	Tanker T2-SL-41	10,523	16,527	14.3	Gulf Oil Corp.	Afran Transport Co.	Lib.	A-E-C-D
TALAMANCA	8- 5-58	11-17-58	1931	Refrig.	6,869	4,959	18.3	United Mail Steamship Co., Inc.	Elders & Fyffes, Ltd.	U.K.	A-E-C
VLBAGUA	8- 5-58	12- 5-58	1932	Refrig.	6,873	4,827	18.3	United Mail Steamship Co., Inc.	Elders & Fyffes, Ltd.	U.K.	A-E-C
QULKIGUA	8- 5-58	12-19-58	1932	Refrig.	6,875	4,988	18.3	United Mail Steamship Co., Inc.	Elders & Fyffes, Ltd.	U.K.	A-E-C
POHCE	10-28-58	11- 7-58	1946	Cargo CL-M-EU	3,133	4,732	12	Ponce Cement Corp.	Mexican & West Indies S.S. Co., Inc.	Lib.	A-E-C

Conditions of Approvals:

- A - No sale or transfer of ownership, or transfer of stock interest (except to U.S. citizens), or transfer to other foreign registry without prior consent of Maritime Administration.
 B - Vessel to be made available to U.S. if requested, on same terms and conditions as though requisitioned for use or charter, as provided in Section 902 Merchant Marine Act 1936, amended.
 C - Vessel not to engage in operations prohibited to U.S. Flag vessels under Department of Commerce Transportation Orders T-1 and T-2.
 D - Replacement Program involves constructing new ships for U.S. documentation and operation.

Note I - Above conditions in force for period of National Emergency as proclaimed by President on December 16, 1950 or for the remaining period of the 20 year life of the vessel, whichever is the longer period, except as to foreign flag construction, which conditions are in force only for the duration of the National Emergency.

Note II - In those cases where the ship is approved for transfer to foreign registry, without change in U.S. ownership, the vessel remains subject to U.S. control by virtue of Section 37 of the Shipping Act, 1916, as amended, and Section 902, Merchant Marine Act 1936, as amended, so long as the present National Emergency is in effect.

SHIPS REDOCUMENTED TO THE UNITED STATES FLAG DURING THE CALENDAR YEAR 1958

Name of Ship	Date Transferred to Foreign Flag From U.S. Flag	Date Transferred Back to U.S. Flag	Year Built	Type & Design	Gross Tons	Dead-weight Tons	Speed (Knots)	Company Transferred From	Company Transferred To
PACIFIC WAVE	4- 6-55	2-13-58	1945	Cargo EC2-S-C1	7,206	10,936	10½	Pegor Steamship Corp.	Pegor Steamship Corp.
PENN TRADER	5- -57	3-28-58	1944	Cargo EC2-S-C1	7,253	10,750	10	Bulkargo Shipping Corp.	Penntrans Company
FANDORA	10- -54	4-28-58	1943	Cargo EC2-S-C1	7,279	10,457	10½	Maxia Compania Naviera, S.A.	Epiphany Tankers Corp.
PENN EXPLORER	9-13-57	5-14-58	1944	Cargo Z-ET1-S-C3	7,257	10,869	10	Bulkargo Shipping Corp.	Penntrans Company
PENN MARINER	10- -57	5-23-58	1945	Cargo EC2-S-C1	7,254	10,735	10½	Drycargo Shipping Corp.	Penntrans Company
PACIFIC STAR	1- -57	5-26-58	1944	Cargo EC2-S-C1	7,254	10,959	10½	Eastbound Carriers Corp.	Compass Steamship Corp.
VALLANT FREEDOM	12-30-54	8- 7-58	1945	Cargo EC2-S-C1	7,255	10,735	11	Lucera Compania Naviera, S.A.	National Shipping and Trading Corp.
*VALLANT EXPLORER	11- -54	9-12-58	1944	Cargo EC2-S-C1	7,257	10,920	10½	Omnium Transportation Co.	Pacific Wind Corp.
WANG TRADER	10-10-56	10-17-58	1943	Cargo EC2-S-C1	7,238	10,457	10½	Zeeland Transportation, Ltd.	Rockland Steamship Corp.
MYRIAM III	11- -54	11-18-58	1945	Cargo EC2-S-C1	7,255	10,835	10½	Ocean Transport, Ltd.	Eastern Maritime Corp.
VALLANT EFFORT	6-30-54	12-10-58	1943	Cargo EC2-S-C1	7,205	10,970	10	Ocean Span Corp.	Effort Steamship Corp.

* Transferred from United States Flag to Panamanian Flag 11/54 then to Liberian Flag 4/57.

The above ships were registered under Liberian Flag, prior to their transfer back to United States Flag, with the exception of the VALLANT EFFORT which was Panamanian Flag.

UNITED STATES WAR-BUILT VESSELS REGISTERED UNDER FOREIGN FLAGS AS OF DECEMBER 31, 1958

Countries	DESIGN TYPE														
	Total All Types	C1's	C1-M-AV1 & C1-M-AV6	C1-S-AV1	C2's	C3's	EC2's	EC2-S-AV1	Z-EC2	AP2 & AP3	N3's	T1's	T2's	T3's	Z-ET1
Total - All Countries	1,442	42	124	2	12	27	697	4	1	103	60	49	266	2	53
British Commonwealth of Nations	158	2	7	-	-	4	57	-	-	20	7	2	59	-	-
United Kingdom	121	-	5	-	-	4	48	-	-	11	-	-	53	-	-
Canada	6	-	-	-	-	-	-	-	-	6	2	2	4	-	-
India	15	-	-	-	-	-	7	-	-	-	-	-	-	-	-
New Zealand	2	2	-	-	-	-	-	-	-	3	-	-	-	-	-
Union of South Africa	5	-	-	-	-	-	1	-	-	-	-	-	1	-	-
Other Colonies	9	-	2	-	-	-	1	-	-	-	5	-	1	-	-
Argentina	31	-	-	-	-	5	2	-	-	16	2	5	1	-	-
Belgium	16	-	-	-	-	-	6	-	-	10	3	2	-	-	-
Brazil	20	-	24	-	-	-	-	-	-	-	-	-	-	-	-
Chile	9	-	5	-	4	-	-	-	-	-	-	-	-	-	-
China	47	-	8	-	-	-	9	-	-	1	11	18	-	-	-
Colombia	5	-	3	-	-	-	-	-	-	-	-	2	-	-	-
Costa Rica	20	-	-	-	-	-	16	-	-	-	3	-	-	-	1
Cuba	7	-	4	-	-	-	-	-	-	-	3	-	-	-	-
Denmark	10	8	-	-	-	-	2	-	-	-	-	-	-	-	-
Ecuador	2	-	2	-	-	-	-	-	-	-	-	-	-	-	-
Finland	3	-	-	-	-	-	1	-	-	-	2	-	-	-	-
France	98	-	8	-	-	-	66	-	-	-	-	-	24	-	-
Germany (West)	3	-	-	-	2	2	1	-	-	-	-	1	6	-	-
Greece	105	-	2	-	1	1	94	-	-	-	-	-	-	-	-
Honduras	12	-	5	-	-	-	7	-	-	-	-	-	-	-	-
Iceland	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-
Italy	163	-	-	-	-	3	122	-	-	-	10	-	28	-	-
Japan	3	-	1	-	-	-	-	-	-	-	-	-	2	-	-
Korea	16	-	9	-	-	-	3	-	-	1	3	-	-	-	-
Liberia	296	4	4	-	1	1	166	4	1	4	4	3	63	-	41
Mexico	5	-	-	-	-	-	-	-	-	-	-	1	-	-	4
Morocco	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-
Netherlands	103	4	6	-	2	10	20	-	-	39	-	9	13	-	-
Norway	65	24	10	-	-	-	19	-	-	1	2	2	11	2	-
Panama	138	-	-	-	3	1	66	-	-	-	-	-	55	-	7
Peru	11	-	6	-	-	-	-	-	-	2	2	1	-	-	-
Philippines	6	-	6	-	-	-	-	-	-	-	-	-	-	-	-
Poland	3	-	-	-	1	-	1	-	-	1	-	1	-	-	-
Spain	4	-	-	-	-	-	1	-	-	2	-	-	-	-	-
Sweden	3	-	3	-	-	-	-	-	-	-	-	-	-	-	-
Thailand	3	-	-	-	-	-	-	-	-	-	3	-	-	-	-
Turkey	11	-	4	-	-	-	-	-	-	3	2	1	1	-	-
United Arab Republic	4	-	-	2	-	-	-	-	-	2	-	-	2	-	-
Uruguay	4	-	2	-	-	-	-	-	-	-	-	-	-	-	-
U.S.S.R. 1/	38	-	-	-	-	-	38	-	-	-	-	-	-	-	-
Venezuela	8	-	-	-	-	-	-	-	-	-	3	1	1	-	-
Yugoslavia	1	-	3	-	-	-	-	-	-	1	-	-	-	-	-

1/ 38 EC2's under lease agreement.

SERVICE

UNITED STATES FLAG FLEET AS OF SPECIFIED YEARS SHOWING GOVERNMENT AND PRIVATELY OWNED SHIPS ACTIVE AND INACTIVE BY TYPE
(Tonnage in Thousands)

Year Type of Ship	TOTAL						GOVERNMENT OWNED						PRIVATELY OWNED					
	Active			Inactive			Active			Inactive			Active			Inactive		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
<u>1922</u> Combination Passenger & Cargo Freighters Tankers	1,123 106 662 365	6,651 852 3,220 2,579	2,761 503 2,013 4,052	252 53 192 7	1,394 415 942 37	1,806 342 1,408 56	28 6 32 56	277 91 186 -	252 73 280 -	129 109 119 -	856 159 697 -	1,172 114 1,059 -	1,092 100 365 -	6,274 761 2,579 -	9,408 256 4,052 -	122 43 73 7	538 256 349 37	632 228 245 56
<u>1929</u> Combination Passenger & Cargo Freighters Tankers	1,212 48 744 420	9,819 512 5,311 3,994	4,550 409 7,735 6,404	2,177 33 2,077 67	15,485 221 14,731 418	21,807 335 20,939 646	111 11 100 -	926 181 745 -	1,142 120 1,022 -	2,090 26 2,038 28	14,906 272 14,513 121	20,974 186 20,610 177	1,101 37 644 420	8,892 331 4,566 3,994	13,407 289 6,713 6,404	87 7 39 41	578 63 218 297	833 34 329 469
<u>1930</u> Combination Passenger & Cargo Freighters Tankers	1,092 45 622 432	9,039 481 4,445 4,112	3,440 392 6,457 6,591	2,069 34 2,000 35	14,630 321 14,129 178	20,547 214 20,062 271	42 10 39 -	451 163 287 -	433 112 371 -	2,032 25 1,983 24	14,420 244 14,057 118	20,206 170 19,959 177	1,050 35 583 432	8,587 170 4,157 4,112	12,957 280 4,085 6,591	37 9 77 11	210 77 72 60	240 102 182 93
<u>1931</u> Combination Passenger & Cargo Freighters Tankers	1,955 61 1,452 442	15,267 685 10,403 4,172	22,441 531 15,195 6,716	1,418 203 1,190 25	9,904 1,456 8,156 110	13,809 1,524 12,112 173	693 23 667 3	5,125 322 4,794 9	7,169 229 6,952 12	1,392 198 1,185 12	9,728 1,583 8,106 37	13,608 1,480 12,070 58	1,262 38 785 439	10,142 363 5,609 4,163	15,272 302 8,263 6,704	26 8 5 13	176 73 30 73	201 44 42 115
<u>1932</u> Combination Passenger & Cargo Freighters Tankers	1,408 55 926 427	11,420 686 6,648 4,087	16,732 486 9,676 6,571	1,941 205 1,705 31	13,702 1,668 11,859 1,071	19,407 1,567 17,565 275	196 18 175 3	1,526 276 1,241 10	1,899 197 1,706 13	1,889 197 1,680 12	13,351 1,609 11,704 38	18,937 1,535 17,343 59	1,212 37 751 424	9,894 409 5,407 4,077	14,843 315 7,970 6,558	52 8 25 19	351 59 155 138	470 33 221 216
<u>1933</u> Combination Passenger & Cargo Freighters Tankers	1,234 52 806 376	10,211 643 5,801 3,767	14,897 458 8,434 6,005	2,114 203 1,829 82	15,080 1,665 12,775 641	21,478 1,562 18,895 1,021	131 17 786 3	1,042 247 1,065 10	1,228 151 1,065 13	1,968 197 1,759 12	13,966 1,631 12,297 133	19,792 1,545 18,188 204	1,103 35 660 396	9,168 395 5,015 3,758	13,669 307 7,369 5,992	146 6 33 49	1,114 34 203 463	1,686 16 303 742
<u>1934</u> Combination Passenger & Cargo Freighters Tankers	1,142 50 733 359	9,699 636 5,350 3,713	14,083 453 7,738 5,892	2,113 202 1,840 71	15,239 1,679 13,964 946	21,024 1,243 18,836 946	91 15 73 3	746 218 519 10	803 134 697 12	2,026 197 1,807 22	14,547 1,652 12,761 133	19,964 1,227 18,553 204	1,051 35 660 396	8,953 419 4,831 3,703	13,280 319 7,081 5,881	87 5 33 49	692 26 203 463	1,060 16 303 742
<u>1935</u> Combination Passenger & Cargo Freighters Tankers	1,072 39 679 354	9,250 485 5,048 3,717	13,602 369 7,327 5,906	2,082 200 1,825 57	14,971 1,691 12,807 474	20,586 1,247 18,599 741	25 5 20 -	221 71 150 -	230 52 178 -	2,054 200 1,805 49	14,824 1,691 12,721 412	20,361 1,247 18,473 642	1,047 34 659 354	9,029 414 4,898 3,717	13,372 316 7,149 5,906	28 20 20 8	148 87 87 61	225 - 126 99
<u>1936</u> Combination Passenger & Cargo Freighters Tankers	1,097 40 721 396	9,508 506 5,366 3,635	13,937 386 7,880 5,771	1,946 200 1,742 24	14,103 1,692 12,260 150	19,279 1,250 17,999 230	58 5 53 -	472 71 401 52	595 52 501 52	1,946 197 1,730 19	13,950 1,648 12,195 107	19,084 1,220 17,701 162	1,039 35 668 336	9,036 435 7,237 3,635	13,342 334 7,237 5,771	20 12 13 5	153 45 65 44	195 29 98 68
<u>1937</u> Combination Passenger & Cargo Freighters Tankers	983 40 645 298	8,737 518 4,853 3,366	12,657 377 6,969 5,311	2,027 182 1,768 77	14,685 1,538 12,460 887	20,318 1,442 18,102 1,074	41 3 38 -	332 41 292 -	443 30 384 -	1,957 182 1,727 48	14,108 1,691 12,173 396	19,429 1,142 17,674 643	942 37 607 298	8,404 477 4,561 3,717	12,243 347 6,585 5,906	70 7 41 8	578 - 287 61	890 - 429 99
<u>1938</u> Combination Passenger & Cargo Freighters Tankers	940 41 616 303	8,795 544 4,654 3,598	12,691 370 6,446 5,675	2,074 237 1,740 97	15,267 2,121 12,272 875	20,716 1,523 17,828 1,366	25 2 23 -	185 20 165 -	224 13 211 -	2,002 234 1,701 67	14,673 2,093 12,002 579	19,777 1,499 17,379 896	935 39 593 303	8,610 424 4,489 3,598	12,467 357 6,455 5,675	72 3 39 30	594 28 271 296	939 22 448 470

Inactive ships include those temporarily inactive which have remained in port for two weeks or more while undergoing repairs, awaiting cargo, etc., those Maritime Administration owned ships being prepared for lay-up and those in the various reserve fleet anchorages.

Note: Tonnage figures are not additive since the detailed figures have been rounded to the nearest thousand.

EMPLOYMENT OF THE ACTIVE UNITED STATES FLAG SHIPS 1949-1958
(Tonnage in Thousands)

Year Area of Employment	Total			Combination Passenger & Cargo			Freighters			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
1949												
<u>Government Owned</u>	111	926	1,142	11	181	120	100	745	1,022	-	-	-
Foreign Trade	62	562	631	11	181	120	51	380	511	-	-	-
Foreign to Foreign	-	-	-	-	-	-	-	-	-	-	-	-
Domestic Trade	49	364	510	-	-	-	49	364	510	-	-	-
<u>Privately Owned</u>	1,101	8,892	13,407	37	331	289	644	4,566	6,713	420	3,994	6,404
Foreign Trade	627	4,910	7,126	34	303	270	502	3,685	5,382	91	920	1,472
Foreign to Foreign	38	372	601	-	-	-	2	13	19	36	359	582
Domestic Trade	436	3,608	5,679	3	27	18	140	866	1,311	293	2,714	4,349
1950												
<u>Government Owned</u>	49	451	483	10	163	112	39	287	371	-	-	-
Foreign Trade	27	276	245	10	163	112	17	112	133	-	-	-
Foreign to Foreign	-	-	-	-	-	-	-	-	-	-	-	-
Domestic Trade	22	175	238	-	-	-	22	175	238	-	-	-
<u>Privately Owned</u>	1,050	8,587	12,957	35	317	280	583	4,157	6,085	432	4,112	6,591
Foreign Trade	553	4,397	6,359	31	282	256	425	3,138	4,535	97	976	1,567
Foreign to Foreign	66	644	1,031	-	-	-	5	34	48	61	610	982
Domestic Trade	431	3,545	5,566	4	34	23	153	984	1,501	274	2,526	4,042
1951												
<u>Government Owned</u>	643	4,725	6,736	10	163	111	633	4,562	6,624	-	-	-
Foreign Trade	612	4,520	6,439	10	163	111	602	4,357	6,327	-	-	-
Foreign to Foreign	5	36	53	-	-	-	5	36	53	-	-	-
Domestic Trade	26	169	244	-	-	-	26	169	244	-	-	-
<u>Privately Owned</u>	1,262	10,142	15,272	38	363	302	785	5,609	8,263	439	4,163	6,704
Foreign Trade	736	5,637	8,175	34	329	281	628	4,594	6,745	74	714	1,149
Foreign to Foreign	77	725	1,162	-	-	-	7	49	74	70	675	1,088
Domestic Trade	449	3,775	5,933	4	34	21	150	966	1,444	295	2,774	4,467
1952												
<u>Government Owned</u>	141	1,086	1,416	8	131	92	133	955	1,324	-	-	-
Foreign Trade	133	1,041	1,354	8	131	92	125	910	1,262	-	-	-
Foreign to Foreign	-	-	-	-	-	-	-	-	-	-	-	-
Domestic Trade	8	45	62	-	-	-	8	45	62	-	-	-
<u>Privately Owned</u>	1,212	9,894	14,843	37	409	315	751	5,407	7,970	424	4,077	6,558
Foreign Trade	695	5,394	7,752	34	382	298	589	4,310	6,322	72	702	1,132
Foreign to Foreign	47	472	761	-	-	-	3	20	31	44	451	730
Domestic Trade	470	4,028	6,330	3	28	18	159	1,077	1,617	308	2,924	4,696
1953												
<u>Government Owned</u>	74	591	739	7	101	73	67	490	666	-	-	-
Foreign Trade	71	580	725	7	101	73	64	479	652	-	-	-
Foreign to Foreign	-	-	-	-	-	-	-	-	-	-	-	-
Domestic Trade	3	11	14	-	-	-	3	11	14	-	-	-
<u>Privately Owned</u>	1,103	9,168	13,669	35	395	307	695	5,015	7,369	373	3,758	5,992
Foreign Trade	645	5,077	7,255	32	368	290	546	4,004	5,843	67	705	1,123
Foreign to Foreign	34	361	574	-	-	-	5	40	62	29	321	512
Domestic Trade	424	3,731	5,839	3	28	18	144	971	1,465	277	2,732	4,357
1954												
<u>Government Owned</u>	36	283	315	5	71	52	31	212	262	-	-	-
Foreign Trade	33	272	298	5	71	52	28	201	245	-	-	-
Foreign to Foreign	-	-	-	-	-	-	-	-	-	-	-	-
Domestic Trade	3	11	17	-	-	-	3	11	17	-	-	-
<u>Privately Owned</u>	1,051	8,954	13,280	35	419	318	660	4,832	7,080	356	3,704	5,881
Foreign Trade	598	4,890	6,926	34	400	308	506	3,768	5,470	58	722	1,147
Foreign to Foreign	19	203	324	-	-	-	-	-	-	19	203	324
Domestic Trade	434	3,861	6,030	1	19	10	154	1,064	1,610	279	2,779	4,410

Note: The years 1949 through 1954 include the ships which were originally constructed as merchant type but were not available for commercial use since they were under the custody of the Defense, State and Interior Departments.

EMPLOYMENT OF THE ACTIVE UNITED STATES FLAG SHIPS 1949-1958--Continued
(Tonnage in Thousands)

Year Area of Employment	Total			Combination Passenger & Cargo			Freighters			Tankers		
	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons	Num- ber	Gross Tons	Dead- weight Tons
1955												
Government Owned	25	221	231	5	71	52	20	150	178	-	-	-
Foreign Trade	21	202	203	5	71	52	16	131	150	-	-	-
Foreign to Foreign	-	-	-	-	-	-	-	-	-	-	-	-
Domestic Trade	4	19	28	-	-	-	4	19	28	-	-	-
Privately Owned	1,047	9,029	13,372	34	414	316	659	4,898	7,149	354	3,718	5,907
Foreign Trade	614	5,015	7,095	33	395	306	522	3,908	5,659	59	712	1,130
Foreign to Foreign	18	201	322	-	-	-	-	-	-	18	201	322
Domestic Trade	415	3,813	5,955	1	19	10	137	990	1,490	277	2,805	4,455
1956												
Government Owned	58	472	595	5	71	52	53	401	542	-	-	-
Foreign Trade	53	438	547	5	71	52	48	366	495	-	-	-
Foreign to Foreign	-	-	-	-	-	-	-	-	-	-	-	-
Domestic Trade	5	34	48	-	-	-	5	34	48	-	-	-
Privately Owned	1,039	9,036	13,342	35	435	334	668	4,966	7,238	336	3,635	5,771
Foreign Trade	623	5,098	7,183	34	416	324	539	4,067	5,883	50	615	977
Foreign to Foreign	15	167	267	-	-	-	-	-	-	15	167	267
Domestic Trade	401	3,771	5,892	1	19	10	129	899	1,354	271	2,853	4,527
1957												
Government Owned	41	333	413	3	41	30	38	292	384	-	-	-
Foreign Trade	39	318	392	3	41	30	36	277	363	-	-	-
Foreign to Foreign	-	-	-	-	-	-	-	-	-	-	-	-
Domestic Trade	2	15	21	-	-	-	2	15	21	-	-	-
Privately Owned	942	8,404	12,243	37	477	347	607	4,561	6,585	298	3,366	5,311
Foreign Trade	543	4,519	6,274	34	421	317	466	3,556	5,094	43	540	862
Foreign to Foreign	3	31	50	-	-	-	-	-	-	3	31	50
Domestic Trade	396	3,855	5,919	3	56	30	141	1,004	1,491	252	2,795	4,399
1958												
Government Owned	25	185	224	2	20	13	23	165	211	-	-	-
Foreign Trade	24	182	219	2	20	13	22	162	205	-	-	-
Foreign to Foreign	-	-	-	-	-	-	-	-	-	-	-	-
Domestic Trade	1	4	6	-	-	-	1	4	6	-	-	-
Privately Owned	935	8,610	12,467	39	524	357	593	4,489	6,435	303	3,598	5,675
Foreign Trade	538	4,526	6,204	37	487	345	457	3,497	4,997	44	543	863
Foreign to Foreign	4	36	57	-	-	-	1	7	11	3	29	47
Domestic Trade	393	4,048	6,206	2	37	12	135	984	1,427	256	3,027	4,766

Note: Tonnage figures are not additive since the detailed figures have been rounded to the nearest thousand.

NUMBER OF ACTIVE AND INACTIVE GOVERNMENT OWNED SHIPS UNDER
BAREBOAT CHARTER AND GENERAL AGENCY AGREEMENT
AS OF SPECIFIED DATES

Year Month	Bareboat Chartered			General Agency Agreement		
	Total	Active	Inactive	Total	Active	Inactive
1955						
January	20	16	4	20	11	9
February	21	19	2	20	11	9
March	21	20	1	27	13	14
April	19	19	-	55	20	35
May	20	20	-	88	36	52
June	20	19	1	69	37	32
July	18	18	-	73	39	34
August	18	18	-	75	39	36
September	18	18	-	71	39	32
October	18	18	-	55	28	27
November	18	15	3	35	11	24
December	18	15	3	30	7	23
1956						
January	17	14	3	32	7	25
February	17	14	3	30	7	23
March	20	17	3	32	7	25
April	22	20	2	29	14	15
May	18	18	-	47	27	20
June	17	17	-	49	33	16
July	19	18	1	48	31	17
August	24	24	-	38	28	10
September	28	27	1	28	23	5
October	33	31	2	36	17	19
November	49	32	17	35	11	24
December	69	51	18	40	6	34
1957						
January	121	58	63	24	5	19
February	137	89	48	11	4	7
March	147	122	25	8	6	2
April	152	138	14	12	6	6
May	150	143	7	19	11	8
June	146	143	3	26	18	8
July	137	133	4	32	26	6
August	130	123	7	27	23	4
September	102	87	15	26	15	11
October	86	66	20	17	12	5
November	75	45	30	12	2	10
December	59	37	22	16	2	14
1958						
January	59	38	21	10	3	7
February	58	40	18	8	3	5
March	40	32	8	9	5	4
April	31	27	4	9	7	2
May	26	24	2	19	6	13
June	24	22	2	19	7	12
July	22	22	-	14	8	6
August	21	20	1	12	8	4
September	21	16	5	16	6	10
October	22	15	7	16	7	9
November	22	16	6	9	5	4
December	23	18	5	5	5	-

NUMBER OF UNITED STATES DRY CARGO SHIPPING COMPANIES BY TYPE OF SERVICE, NORMAL AREA OF OPERATION, AND NUMBER OF SHIPS OWNED

	December 31, 1958				December 31, 1957				December 31, 1956				December 31, 1955			
	Number of Companies	Total all Types	Comb. Pass. & Cargo	Freighters	Number of Companies	Total all Types	Comb. Pass. & Cargo	Freighters	Number of Companies	Total all Types	Comb. Pass. & Cargo	Freighters	Number of Companies	Total all Types	Comb. Pass. & Cargo	Freighters
Total	118	676	44	632	112	687	39	648	138	721	41	680	142	716	37	679
Active (Including Temporarily Inactive)	112	645	41	604	104	661	39	622	137	720	41	679	-	712	37	675
Laid-Up	6	31	3	28	8	26	-	26	1	1	-	1	-	4	-	4
Non-Subsidized	97	347	8	339	89	341	8	333	121	409	11	398	126	408	9	399
Liner	19	156	5	151	19	157	5	152	19	161	6	155	18	157	4	153
Foreign Trade Only	6	33	2	31	6	33	2	31	5	15	3	12	6	46	3	43
Foreign and Domestic Trade	3	55	-	55	3	57	-	57	5	78	-	78	4	45	-	45
Domestic Trade Only	10	68	3	65	10	67	3	64	9	68	3	65	8	66	1	65
Liner and Industrial	7	70	3	67	6	73	3	70	6	86	5	81	7	84	5	79
Foreign Trade Only	2	18	-	18	2	22	-	22	2	25	2	23	2	25	2	23
Foreign and Domestic Trade	2	31	3	28	2	33	3	30	2	37	3	34	2	35	3	32
Domestic Trade Only	3	21	-	21	2	18	-	18	2	24	-	24	3	24	-	24
Industrial	14	35	-	35	16	38	-	38	14	41	-	41	6	31	-	31
Foreign Trade Only	2	3	-	3	2	3	-	3	2	4	-	4	1	3	-	3
Foreign and Domestic Trade	1	8	-	8	1	8	-	8	1	8	-	8	2	14	-	14
Domestic Trade Only	11	24	-	24	13	27	-	27	11	29	-	29	3	14	-	14
Irregular (Eligible for operation in any Area and Service)	57	86	-	86	48	73	-	73	82	121	-	121	95	136	-	136
Subsidized	15	298	33	265	15	320	31	289	16	311	30	281	16	304	28	276
Foreign Trade Only	15	298	33	265	15	320	31	289	16	311	30	281	16	304	28	276

Note: The ships owned by Panama Canal Company are included in the above figures.

Included in the subsidized figures are some ships which are not eligible to receive operating subsidy but are owned by companies receiving operating subsidy on essential trade routes.

Active ships include those ships which may be temporarily inactive due to loading, discharging, minor repairs, etc. Inactive or laid-up ships are those which have been deactivated for a considerable period of time.

Liner Service: Ships operated by line operators on predetermined and fixed itineraries at regular intervals and advertised before sailing date.

Industrial Service: Ships operated solely for the account of an Industrial company or corporation.

Irregular Service: Ships operated on unpredetermined itineraries (Tramp) without advertised sailings.

NUMBER OF SHIPS IN THE UNITED STATES MARITIME ADMINISTRATION'S NATIONAL DEFENSE RESERVE FLEET
AS OF DECEMBER 31 FOR SPECIFIED YEARS

Design Type	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958
<u>Total</u>	<u>1738</u>	<u>1418</u>	<u>1966</u>	<u>2189</u>	<u>2104</u>	<u>1465</u>	<u>1974</u>	<u>2063</u>	<u>2093</u>	<u>2111</u>	<u>2003</u>	<u>2036</u>	<u>2090</u>
C1-A	7	13	13	12	12	11	11	12	12	12	12	12	13
C1-B	17	26	36	38	40	39	40	39	39	39	38	38	38
C1-M-AV1	38	21	48	61	66	55	54	57	66	71	61	49	50
C1-S-AV1	-	7	5	5	9	9	9	9	9	9	9	9	9
C1-S-D1	14	17	1	1	1	1	1	1	1	-	-	-	-
C2	10	6	3	3	3	3	3	3	3	3	3	4	4
C2-F	1	1	-	-	-	-	-	-	-	-	-	-	-
C2-S	2	-	-	-	-	-	-	-	-	-	-	-	-
C2-T	2	2	2	2	2	-	-	-	-	-	-	-	-
C2-S-AJ1, AJ2, AJ3 & AJ5	17	-	1	1	1	-	-	-	-	-	-	-	-
C2-S-R1	19	15	4	3	3	-	-	-	-	-	1	1	1
C2-S1-A1	-	-	-	-	-	-	-	-	-	-	-	2	2
C2-S2	-	-	-	1	3	-	-	-	-	1	2	2	4
C3	-	-	-	-	-	-	-	-	-	-	-	-	6
C3-E	2	-	-	-	-	-	-	-	-	-	-	-	-
C3-S-A2 & A3	26	12	-	-	-	-	-	-	-	-	-	-	-
C3-S-DX1	-	-	-	-	-	-	-	-	1	1	-	-	-
C4-S-A1, A3 & A4	6	11	12	20	21	18	16	16	15	19	19	21	35
C4-S-1a	-	-	-	-	-	-	-	-	25	21	3	1	1
C4-S-B1, B2 & B5	2	11	9	10	10	8	6	6	3	6	6	6	6
EC2-S-C1	851	782	1326	1484	1530	1010	1432	1441	1431	1421	1387	1395	1368
EC2-S-8a *	-	-	-	-	-	-	-	-	-	-	-	-	1
EC2-S-22a *	-	-	-	-	-	-	-	-	-	6	11	10	10
British Liberty	-	-	35	35	35	35	35	35	35	35	35	35	21
N3-M-A1 & A2	-	-	14	13	13	11	9	9	9	9	9	9	9
N3-S-A1 & A2	2	31	5	8	9	9	9	9	9	10	11	11	11
F1-S2-I2	2	2	2	2	2	2	2	2	1	2	2	1	1
P2-SE2-R1	-	-	-	-	-	-	-	-	-	-	-	1	-
P2-S2-R2	-	-	-	3	-	-	1	1	1	1	-	1	5
Pass. & Cargo	-	-	-	-	-	-	-	-	-	-	-	-	2
R1-M-AV3	1	2	2	6	7	5	5	5	5	5	5	6	6
R2-S-BV1	-	-	-	1	-	-	-	-	-	-	-	-	-
T1-M-A1 & A2	23	16	9	9	9	8	8	8	9	9	9	9	9
T1-M-BT1 & BT2	22	12	3	3	-	-	-	-	-	-	-	1	1
T2-A	-	-	-	-	-	-	-	-	-	-	-	7	7
T2-SE-A1, A2 & A3	172	28	-	-	-	-	-	-	9	34	1	36	38
T3-S-A1	-	-	-	-	-	-	-	-	-	-	-	2	2
T3-S2-A1	-	-	-	-	-	-	-	-	-	-	-	4	4
VC2-M-AF4	-	1	1	1	1	-	-	1	1	1	1	1	1
VC2-S-AF2	49	59	128	155	75	19	103	148	157	155	118	133	158
VC2-S-AF3	9	8	46	56	9	-	15	39	44	45	34	34	46
VC2-S-AF5	56	60	60	60	60	60	60	60	59	52	60	60	86
Z-EC2-S-C2 & C5	26	23	34	40	40	35	35	40	38	34	30	27	26
Z-ET1-S-C3	35	36	11	13	12	2	2	2	2	2	2	2	2
Miscellaneous	327	216	156	143	131	125	118	120	109	108	134	106	107

Note: Shown above are the original ship design types with the exception of the EC2-S-C1 conversions which are starred.

Miscellaneous group is comprised of ships without design types; ships which were not constructed as merchant type; special types such as tugs, barges, etc. and ships under 1,000 gross tons.

Source: Division of Ship Custody

SPECIFIED COMBINATION PASSENGER AND CARGO SHIPS OF 10,000 GROSS TONS AND OVER
WITH A PASSENGER CAPACITY OF 500 OR MORE

Flag Name of Ship	Year Built	Gross Tons	Speed (Knots)	Passenger Capacity	Owner	Area of Operation
<u>United States</u>						
AMERICA	1940	26,314	22½	1,018	United States Lines Co.	UK, Cont, US
ARGENTINA	1929	20,707	18	515	U.S. Department of Commerce	US, WI, Plate - In Reserve fleet as of 8-22-58
ARIZONA	1958	14,984	23	557	Moore McCormack Lines	US, Plate
ATLANTIC	1953	14,138	21	854	American Banner Lines, Inc.	Cont, US
BRAZIL	1928	20,683	18	515	U.S. Department of Commerce	In Reserve Fleet as of 12-27-57
BRAZIL	1958	14,984	23	557	Moore McCormack Lines	US, Plate
CONSTITUTION	1951	23,754	23	988	American Export Lines, Inc.	US, Med
INDEPENDENCE	1951	23,754	23	988	American Export Lines, Inc.	US, Med
LEITANI	1944	18,299	19	675	Hawaiian Texton, Inc.	Pacific
LORRAINE	1932	18,564	20½	839	Matson Navigation Co.	Pacific
MATSONIA	1932	18,655	20½	760	Matson Navigation Co.	Pacific
PRESIDENT CLEVELAND	1947	15,437	19	783	American President Lines, Ltd.	Pacific
PRESIDENT WILSON	1948	15,437	19	783	American President Lines, Ltd.	Pacific
UNITED STATES	1952	53,329	32	1,982	United States Lines Co.	UK, Cont, US
WASHINGTON	1933	23,626	20½	1,108	U.S. Department of Commerce	In Reserve Fleet as of 2-12-53
<u>Argentine</u>						
ALBERTO DODERO	1951	11,521	18	740	Flota Argentina De Navegacion De Ultramar	Cont, Plate
CORRIENTES	1942	12,053	17	1,338	Flota Argentina De Navegacion De Ultramar	Cont, Med, WCaf, Plate
YAFEXU	1951	11,540	18	775	Flota Argentina De Navegacion De Ultramar	Cont, WCaf, US, WI, Plate, Pacific
<u>French</u>						
ANTILLES	1953	19,828	23	777	Compagnie Generale Transatlantique	UK, Cont, WI
BRETAGNE	1952	16,355	19	1,092	Soc. Generale de Transports Maritimes a Vapeur	Med, WCaf, Plate
COLOMBIE	1931	13,803	16	584	Compagnie Generale Transatlantique	UK, Cont, WCaf, WI
FIANDRE	1952	20,477	23	727	Compagnie Generale Transatlantique	UK, Cont, US, WI
JEAN MEEMOZ	1957	12,500	16 3/4	1,030	Cie. De Nav. Fraissinet et Cyrien Fabre	Cont, Med, WCaf
LIBERTE	1928	51,839	23½	1,499	Compagnie Generale Transatlantique	UK, Cont, US
PROVENCE	1951	15,719	18½	1,292	Soc. Generale de Transports Maritimes a Vapeur	Med, WCaf, Plate
VILLE D'ORAN	1936	10,172	21	564	Compagnie Generale Transatlantique	Med
<u>German</u>						
BERLIN	1925	18,600	17	1,129	Bremen-Amerika Linie G.m.b.H.	Cont, ENA, US, WI
BREMEN	1938	30,447	22	751	Norddeutscher Lloyd	Cont
HANSEATIC	1930	30,029	20½	1,254	Hamburg-Atlantik Schiff. G.m.b.H.	UK, Cont, ENA, US
SEVEN SEAS	1940	12,574	16½	1,007	Caribbean Land & Shipping Corp.	UK, Cont, ENA, US
<u>Greek</u>						
ARKADIA	1931	20,256	18	1,401	Arkadia S.S. Corp.	UK, Cont, Med, WCaf, ENA, Cape, East, Aust
NEW YORK	1922	16,991	15	1,421	General Steam Navigation Co., Ltd. of Greece	UK, Cont, WCaf, ENA, US
VASILISSA FREDERIKI	1927	21,329	20½	1,241	Hera Lines, Inc.	Cont, Med, ENA, US
<u>Italian</u>						
ANNA C	1929	11,736	18	975	Giacomo Costa fu Andrea	Cont, Med, WCaf, Plate
AUGUSTIS	1952	27,090	21	1,102	"Italia" S.p.A. di Navigazione	Cont, Med, ENA, US, Plate
AURELIA	1939	10,022	16	773	"Congar" Cia. Genovese D'Armento	Med, East, Aust
AGONIA	1957	11,879	20 3/4	567	"Adriatico" S.p.A. Di Navigazione	Med
AUSTRIA	1951	13,140	18	792	Lloyd Triestino S.p.A. Di Navigazione	Med, East, Aust
BIANCA C.	1949	17,321	21	887	Giacomo Costa fu Andrea	N.A.
CASTEL FELICE	1930	12,478	17½	1,405	"Sitar" Soc. Italiani Trasporti Marittimi S.p.A.	UK, Cont, Med, US, East, Aust
CONTE BIANCAMANO	1925	23,562	18 3/4	1,568	Soc. Marittima Nazionale	Cont, Med, WCaf, Plate
CONTE GRANDE	1928	23,842	18 3/4	1,584	Soc. Marittima Nazionale	Cont, Med, WCaf, Plate

SPECIFIED COMBINATION PASSENGER AND CARGO SHIPS OF 10,000 GROSS TONS AND OVER
WITH A PASSENGER CAPACITY OF 500 OR MORE--Continued

Flag Name of Ship	Year Built	Gross Tons	Speed (Knots)	Passenger Capacity	Owner	Area of Operation
Italian (Continued)						
CRISTOFORO COLOMBO	1954	29,191	23	1,154	"Italia" S.p.A. di Navigazione	Med, US
FEDERICO C.	1958	20,416	22	1,212	Lloyd Tirrenico S.p.A. di Navigazione	Cont, Med, WCaf, Plate
GIULIO CESARE	1951	27,078	21	1,102	"Italia" S.p.A. di Navigazione	Cont, Med, BNA, US, Plate
IRPINIA	1929	12,279	14	1,305	Siocula Oceanica S.p.A.	UK, Cont, Med, WCaf, WI
NEPTUNIA	1951	13,141	18	792	Lloyd Triestino S.p.A. di Navigazione	Med, East, Aust
OCEANIA	1951	13,139	18	792	Lloyd Triestino S.p.A. di Navigazione	Med, East, Aust
ROMA	1943	14,687	18	754	Achille Lauro	Med, East, Aust
SATURNIA	1927	24,346	18	1,389	"Italia" S.p.A. di Navigazione	Cont, Med, BNA, US
SURRENTO	1928	10,699	18	1,055	Achille Lauro	Cont, Med, WCaf, WI
SYDNEY	1943	14,708	18	758	Achille Lauro	Med, East, Aust
VENEZIA	1924	18,567	16	1,500	Siocula Oceanica, S.p.A.	Cont, Med, WCaf, WI
VULCANIA	1928	24,496	19	1,360	"Italia" S.p.A. di Navigazione	Cont, Med, BNA, US
Libertian						
NASSAU	1923	15,043	15½	614	Inores Steamship Co., Ltd.	Med, BNA, US, WI
OLYMPIA	1953	17,362	21	1,298	Transatlantic Shipping Corp.	Cont, Med, BNA, US, WI
Netherland						
JOHAN VAN OUDENARNEVELT	1930	19,921	16	680	Nederland N.V. Stoomvaart Maatschappij	Cont, US, East, Aust
MAASDAM	1952	15,024	16½	881	Nederlandsch-Amerik. Stoomvaart Maats., N.V.	UK, Cont, BNA, US, WI
NIJUEW AMSTERDAM	1938	36,640	21½	1,214	Nederlandsch-Amerik. Stoomvaart Maats., N.V.	UK, Cont, US, WI
GRANDE	1938	20,166	21½	713	Nederland N.V. Stoomvaart Maatschappij	UK, Cont, Med, East
RINDAM	1951	15,015	16½	881	Nederlandsch-Amerik. Stoomvaart Maats., N.V.	UK, Cont, BNA, US, WI
STRAJAK	1927	12,342	15½	956	Koninklijke Rotterdamse Lloyd, N.V.	UK, Cont, WI, East, Aust
STATENDAM	1957	24,294	19	953	Nederlandsch-Amerik. Stoomvaart Maats., N.V.	UK, Cont, Baltic, WCaf, US, WI, Pacific, Cape, ECAF, East
WILLEM RUYS	1947	21,119	22	1,100	Koninklijke Rotterdamse Lloyd, N.V.	UK, Cont, Baltic, Med, WCaf, BNA, US, East
Norwegian						
BERGENSFJORD	1956	18,739	20	875	Norske Amerikalinje A/S, Den.	Cont, Baltic, BNA, US, WI, Pacific, Aust
OSLOFJORD	1949	16,844	20	600	Norske Amerikalinje A/S, Den.	UK, Cont, Baltic, WCaf, BNA, US, WI, Plate, Cape
STAVANGERSFJORD	1918	14,015	16½	670	Norske Amerikalinje A/S, Den.	Baltic, BNA, US
Panamanian						
FAIRSKY	1942	12,464	16½	1,460	Fairline Shipping Corp.	UK, Med, East, Aust
HONOLIC	1931	18,563	21	1,243	Home Lines, Inc.	UK, Cont, Med, WCaf, BNA, US, WI
ITALIA	1928	16,777	16	1,291	Home Lines, Inc.	UK, Cont, BNA, US, WI
Polish						
BATORY	1936	14,287	18	832	Polish Government	UK, Cont, Baltic, BNA, US, WI
Portuguese						
IMPERIO	1948	13,186	17	635	Companhia Colonial de Navegacao	Cont, WCaf, Cape, ECAF
PATRIA	1947	13,196	18	635	Companhia Colonial de Navegacao	Cont, WCaf, Cape, ECAF
SANTA MARIA	1953	20,906	18	1,234	Companhia Colonial de Navegacao	Cont, WCaf, US, WI, Plate
UIGE	1954	10,001	16	571	Companhia Colonial de Navegacao	Cont, WCaf, Plate
VERA CRUZ	1952	21,765	20	1,234	Companhia Colonial de Navegacao	Cont, WCaf, US, WI, Plate
Spanish						
REGINA	1945	10,139	17½	1,194	Compania Transatlantica Espanola, S.A.	UK, Cont, Med, WCaf, WI, East, Aust
CABO SAN ROQUE	1957	14,492	20	823	Ibarra & Co., S.A.	Cont, Med, WCaf, Plate
Swedish						
GRIPSHOLM	1957	23,191	20	830	A/B Svenska Amerika Linien	Cont, Baltic, WCaf, BNA, US, WI, Plate, Pacific
KUNGSBOLM	1953	21,141	19	802	A/B Svenska Amerika Linien	Cont, Baltic, US, WI, Pacific, East, Aust
STOCKHOLM	1948	12,396	19	550	A/B Svenska Amerika Linien	Cont, Baltic, BNA, US, WI

Flag Name of Ship	Year Built	Gross Tons	Speed (Knots)	Passenger Capacity	Owner	Area of Operation
United Kingdom						
ANDES	1939	25,676	21	528	Royal Mail Lines, Ltd.	UK, Cont, Baltic, Med, WCAf, Plate, Cape
ARCADIA	1953	29,734	22	1,414	Peninsular & Oriental Steam Navigation Co.	UK, Cont, Baltic, Med, WCAf, East, Aust
ATHLONE CASTLE	1936	25,567	20	732	Union Castle Mail S.S. Co., Ltd.	UK, WCAf, Cape
BLOEMFONTEIN CASTLE	1950	18,400	18½	727	Union Castle Mail S.S. Co., Ltd.	UK, Cont, WCAf, Cape
BRAEMAR CASTLE	1952	17,029	17½	556	Union Castle Mail S.S. Co., Ltd.	UK, Cont, Med, WCAf, Cape, ECAf
BRIANNIC	1930	27,778	18	983	Cunard S.S. Co., Ltd.	UK, Cont, Med, WCAf, BNA, US
CANTON	1938	16,033	18	516	Peninsular & Oriental Steam Navigation Co.	UK, Med, East
CAPE TOWN CASTLE	1938	27,002	20	739	Union Castle Mail S.S. Co., Ltd.	UK, WCAf, Cape
CARINTHIA	1956	21,947	20	868	Cunard S.S. Co., Ltd.	UK, BNA, US
CARMARON CASTLE	1926	20,148	20	612	Union Castle Mail S.S. Co., Ltd.	UK, WCAf, Cape
CARONTA	1948	34,172	22	935	Cunard S.S. Co., Ltd.	UK, Cont, Baltic, Med, WCAf, US, WI, Plate, Pacific, Cape, ECAf, East
CHUSAN	1950	24,215	22	994	Peninsular & Oriental Steam Navigation Co.	UK, Cont, Med, WCAf, East
DOMINION MONARCH	1939	26,463	18½	508	Shaw Savill & Albion Co., Ltd.	UK, WCAf, Cape, Aust
DUREAN CASTLE	1938	17,382	18½	516	Union Castle Mail S.S. Co., Ltd.	UK, Cont, Med, WCAf, Cape, ECAf
EDINBURGH CASTLE	1948	28,705	22	691	Union Castle Mail S.S. Co., Ltd.	UK, WCAf, Cape
EMPRESS OF BRITAIN	1956	25,516	21	1,054	Canadian Pacific Railway Co.	UK, BNA
EMPRESS OF ENGLAND	1957	25,585	21	1,058	Canadian Pacific Railway Co.	UK, BNA, US, WI
EMPRESS OF FRANCE	1928	20,448	18	700	Canadian Pacific Railway Co.	UK, Cont, BNA
HIMALAYA	1949	27,955	22	1,161	Peninsular & Oriental Steam Navigation Co.	UK, Cont, Pacific, East, Aust
IBERIA	1954	29,614	22	1,407	Peninsular & Oriental Steam Navigation Co.	UK, Cont, Med, WCAf, US, East, Aust
IVERNIA	1955	21,717	20	943	Cunard S.S. Co., Ltd.	UK, Cont, BNA, US
KENYA CASTLE	1952	17,041	17½	530	Union Castle Mail S.S. Co., Ltd.	UK, Med, WCAf, Cape, ECAf
MAURETANIA	1939	35,674	23	1,147	Cunard S.S. Co., Ltd.	UK, Cont, US, WI
NEVADA	1956	20,527	17	500	British India Steam Navigation Co., Ltd.	UK, Med, WCAf, East
OCRADES	1948	28,164	22	1,499	Orient Steam Navigation Co., Ltd.	UK, Cont, Med, WI, Pacific, East, Aust
ORION	1935	23,696	19½	1,235	Orient Steam Navigation Co., Ltd.	UK, Cont, Med, East, Aust
GRONSAI	1951	27,632	22	1,491	Orient Steam Navigation Co., Ltd.	UK, Cont, Med, Pacific, East, Aust
ORONTES	1929	20,186	18½	1,368	Orient Steam Navigation Co., Ltd.	UK, Cont, Med, East, Aust
CRSOVA	1954	28,790	22	1,494	Orient Steam Navigation Co., Ltd.	UK, Cont, Med, WCAf, WI, Pacific, East, Aust
OXFORDSHIRE	1957	20,586	17	500	Bibby Line, Ltd.	UK, Med, East
PENDENNIS CASTLE	1958	28,582	22	736	Union Castle Mail S.S. Co., Ltd.	N.A.
PRESTONIA CASTLE	1948	28,705	22	691	Union Castle Mail S.S. Co., Ltd.	UK, WCAf, Cape
QUEEN ELIZABETH	1940	83,673	28½	2,240	Cunard S.S. Co., Ltd.	UK, Cont, US
QUEEN MARY	1936	81,237	28½	2,026	Cunard S.S. Co., Ltd.	UK, Cont, US
QUEEN OF BERUNDA	1933	22,501	18½	731	Furness, Withy & Co., Ltd.	UK, US, WI
REINA DEL MAR	1956	20,225	18	766	Pacific Steam Navigation Co.	UK, Cont, US, WI, Pacific
RHOESIA CASTLE	1951	17,041	17½	530	Union Castle Mail S.S. Co., Ltd.	UK, Cont, Med, WCAf, Cape, ECAf
SAXONIA	1954	21,637	18	929	Cunard S.S. Co., Ltd.	UK, Cont, BNA, US
SOUTHERN CROSS	1955	20,204	20	1,160	Shaw Savill & Albion Co., Ltd.	UK, WCAf, WI, Cape, Aust
STPATRICK	1932	22,568	19½	1,252	Peninsular & Oriental Steam Navigation Co.	UK, Cont, Med, East, Aust
STATHOREN	1937	23,732	19	983	Peninsular & Oriental Steam Navigation Co.	UK, Med, East, Aust
STATHMORE	1935	23,580	19	986	Peninsular & Oriental Steam Navigation Co.	UK, Cont, Med, East, Aust
STATHAVER	1931	22,270	19½	1,253	Peninsular & Oriental Steam Navigation Co.	UK, Med, East, Aust
SYLVANIA	1957	21,989	20	878	Cunard S.S. Co., Ltd.	UK, BNA, US, WI
WAGGICK CASTLE	1939	17,387	18½	516	Union Castle Mail S.S. Co., Ltd.	UK, Cont, Med, WCAf, Cape, ECAf
WINCHESTER CASTLE	1930	20,001	20	587	Union Castle Mail S.S. Co., Ltd.	UK, WCAf, Cape

Note: The class of voyage made by each vessel during twelve months prior to October 1958, is indicated thus:

Aust	Australasia	NS	North Sea (West Coast of Denmark)
Baltic	Baltic, Norway, White Sea and Kattegat	Pacific	Pacific and West Coast of America
BNA	Canada, Greenland	Plate	South America (Brazil and River Plate)
Cape	Cape Colonies, Ascension, St. Helena	UK	United Kingdom
Cont	Coasting Trade, including Holland, Belgium, France, Portugal, Spain (outside Strait of Gibraltar), Agoras	US	United States (East Coast and Gulf Ports)
East	East Indies, Burma, Red Sea, China, Japan, Oriental Archipelago	WCAf	West Coast of Africa and adjacent islands
ECaf	East Coast of Africa and adjacent islands	WI	West Indies and Gulf of Mexico
Med	Mediterranean, Black Sea, Sea of Azov	N.A.	Not Available

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New York 14, New York

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31 Milk Street
Boston 3, Massachusetts

President - T.H. Shepard
Ex. Vice President & Treasurer - H.W.
 Shepard

SPRAGUE STEAMSHIP COMPANY
10 Post Office Square
Boston 9, Massachusetts

President - Horace B. Holland
Vice President - George H. Seal
Treasurer - J.T. Baldwin

STANDARD STEAMSHIP CORPORATION
601 Board of Trade Building
Portland 4, Oregon

President - Calvin N. Souther
Ex. Vice President - K.C. Conyers
Vice President - Garrett Fuller
Secretary - William H. Kinsey
Treasurer - J.W. Lipscomb

STAPLES COAL COMPANY
80 Federal Street
Boston 10, Massachusetts

President - John Worcester
Ex. Vice President - Nelson C. Smith
Treasurer - Edward H. Owen

STATES MARINE CORPORATION
90 Broad Street
New York 4, New York

President - C.S. Walsh
Vice President - P.V. Everett, L.H.
 Quackenbush
Ex. Vice President - A.D. Frese
Treasurer - P.D. Barksdale

STATES MARINE CORPORATION OF DELAWARE
(Subsidiary of States Marine Corporation)
90 Broad Street
New York 4, New York

President - C.S. Walsh
Ex. Vice President - A.D. Frese
Vice President - P.V. Everett, L.H.
 Quackenbush
Treasurer - P.D. Barksdale

STATES STEAMSHIP COMPANY
262 California Street, Pier 15
San Francisco 11, California

President - J.R. Dant
Vice President - R.G. Jubitz

SPERLING, HARRY
26 Broadway
New York 4, New York

STEVENSON & COMPANY, T.J.
80 Broad Street
New York 4, New York

President - T.J. Stevenson
Ex. Vice President - John F. Shea
Secretary-Treasurer - M.V. Gunson

STOCKARD STEAMSHIP CORPORATION
17 Battery Place
New York 4, New York

President - L.N. Stockard
Vice President - John O. Wroldsen,
 Raymond Horgan
Secretary - C.G. Pandorf
Treasurer - Edward M. Sloman

SWORD LINE, INC.
52 Wall Street
New York 5, New York

President - E.A. Hirs
Secretary - Vice President - John J.
 McDonald
Treasurer - E.A. Hirs

TAK SHIPPING CORPORATION
30 Broad Street
New York 4, New York

President - Joseph Kahn
Vice President - Samuel Kahn
Secretary-Treasurer - Louis Brokaw

TENNANT, J.J. COMPANY
206 Portland Trust Building
Portland 4, Oregon

President - John J. Tennant
Vice President - Arno H. Denecke

TERMINAL STEAMSHIP COMPANY, INC.
c/o A.L. Burbank & Co., Ltd.
120 Wall Street
New York 5, New York

President - Nathan H. Schine
Vice President - Joel D. Schine
Secretary - Herbert L. Cohen
Treasurer - Harold L. Schine

TERRACE NAVIGATION CORPORATION
17 State Street
New York 4, New York

President - David W. Swanson
Vice President - Ivo Matkovic
Secretary - Henry P. Molloy, Jr.
Treasurer - A. E. Verdi

TRACY, M. & J., INC.
1 Broadway
New York 4, New York

President - William J. Tracy
Vice President - Edward D. Kelly
Secretary - Edward D. Kelly
Treasurer - Michael P. Kelly

TRADERS STEAMSHIP CORPORATION
26 Broadway
New York 4, New York

President - Nicholas A. Georgantas
Vice Pres.-Sec.- A. Mavrophilippas
Treasurer - Costos M. Lemos
Asst. Secretary - Katherine Felbinger

TRANSFUEL CORPORATION
25 Broadway
New York 4, New York

President - Harold E. Van Der Linde
Secretary - Edwin Baldinger
Treasurer - Victor Oberschall

TRANS-PACIFIC COMPANY
1100 Provident Trust Building
17th & Chestnut Streets
Philadelphia 3, Pennsylvania

TRANSPORTATION UTILITIES, INC.
85 Liberty Street
New York 6, New York

President - Harry N. Moore

TROPICANA PRODUCTS, INC.
Box 338
Bradenton, Florida

President - Anthony T. Rossi
Vice President - E.E. Price, Jr.
Secretary - Mary Maxwell

UNITED FRUIT STEAMSHIP CORPORATION
80 Federal Street
Boston 10, Massachusetts

President - Kenneth H. Redmond
Vice President - Sam G. Baggett
Secretary - Edward D. Toland, Jr.
Treasurer - Edward D. Toland, Jr.

UNITED MAIL STEAMSHIP COMPANY, INC.
80 Federal Street
Boston 10, Massachusetts

President - Kenneth H. Redmond
Vice President - H. Harris Robson
Sec.- Treas. - Emery N. Leonard

UNITED STATES LINES COMPANY
1 Broadway
New York 4, New York

President - J.M. Franklin
Ex. Vice President - R.M. Hicks
Vice President - G.C. Stedman,
Kenneth F. Gautier
Secretary - Walter E. Fox
Treasurer - C.D. Gibbons

VERITAS STEAMSHIP COMPANY, INC.
c/o Tankship Management Corporation
44 Whitehall Street
New York 4, New York

Vice President - D. Dritsas
Treasurer - Robert J. Berran
Secretary - Alex Loverdos

VICTORY CARRIERS, INCORPORATED
655 Madison Avenue
New York 21, New York

President - Granville Conway
Vice President - P. Spalding
Secretary - E. Tinsley Ray
Treasurer - Harold O. Becker

WATERMAN STEAMSHIP CORPORATION
61 Saint Joseph Street
Mobile 13, Alabama

President - J.K. McLean
Vice Pres. - L.A. Parish, J.J. McDonald
Secretary - Clara L. McLean
Treasurer - E.A. Hirs

WEST COAST STEAMSHIP COMPANY
601 Board of Trade Building
Portland 4, Oregon

President - Calvin N. Souther
Secretary - William H. Kinsey
Treasurer - James W. Lipscomb

WEYERHAEUSER STEAMSHIP COMPANY
141 Battery Street
San Francisco 11, California

President - Donald Watson
Vice President - L.C. Howard, L.J.
Rogers
Secretary - George S. Long, Jr.
Treasurer - H.E. Nelson

WHITEHEAD STEAMSHIP CORPORATION
19 Rector Street
New York 6, New York

President - S.G. Fassoulis
Vice President - James M. Dunn

WORLD CARRIERS, INC.
c/o World Tramping Agencies
26 Broadway
New York 4, New York

UNITED STATES OWNERS OF UNITED STATES FLAG OCEANGOING TANK
VESSELS OF 1,000 GROSS TONS AND OVER AS OF DECEMBER 31, 1958, ARRANGED
BY OWNER, LOCATION AND PRINCIPAL OFFICERS

AMERICAN COAL SHIPPING COMPANY

17 State Street
New York 4, New York

President - W.C. Brewer
Secretary - Joseph E. Moody
Treasurer - Raymond Mildenger

AMERICAN OIL COMPANY

555 Fifth Avenue
New York 17, New York

President - L.W. Moore
Vice President - John E. Kasch
Secretary - F.X. Mannix
Treasurer - R.A. Arzinger

AMERICAN TRADING & PRODUCTION CORPORATION

555 Fifth Avenue
New York 17, New York

President - Jacob Blaustein
Vice President - L.C. Dunbar
Secretary-Treasurer - J. Rothfield

ATLANTIC REFINING COMPANY

260 South Broad Street
Philadelphia 1, Pennsylvania

President - Henderson Supplee, Jr.
Vice President - H.G. Schad, D.T.
Colley, H. W. Field
Secretary - Richard Rollins
Treasurer - C.J. Reller

BAYVIEW S. S. CORPORATION

80 Broad Street
New York 4, New York

BERNUTH LEMCKE COMPANY, INC.

420 Lexington Avenue, Graybar Building
New York 17, New York

President - O.M. Bernuth
Vice President - E.P. Bernuth, Charles
M. Bernuth
Asst. Secretary - Charles M. Bernuth
Treasurer - G. Fields

BLACKSHIPS, INC.

c/o Gulf Oil Corporation
17 Battery Place
New York 4, New York

Secretary - Richard O. Duff

Broad Tankers Corporation
c/o Tidewater Oil Company
17 Battery Place
New York 4, New York

President - David R. Grace

CALIFORNIA TANKER COMPANY

1200 State Street
Perth Amboy, New Jersey

President - G. E. Lindley
Vice President - B.D. Robertson, H.A.
Ervin
Secretary-Treasurer - F.W. Mayer

CARRAS, J.M., INC.

21 West Street
New York 6, New York

President - J.M. Carras

CHEMICAL TRANSPORTER, INC.

17 Battery Place
New York 4, New York

President - Henry A. Gilbert
Vice President - Robert B. Mitchell, Jr.
Treasurer - James A. Olsen
Secretary - Frederick W. Beckmann, Jr.

CITIES SERVICE OIL COMPANY

17 State Street
New York 5, New York

President - E.L. Stauffacher
Vice President - J.A. Kelley, E.G.
Maddock, E.H.
Wellemeier
Secretary - James W. Fry
Treasurer - R.A. Cuthbertson

CLARK STEAMSHIP CORPORATION

80 Broad Street
New York 4, New York

COLONIAL STEAMSHIP CORPORATION

c/o Orion Shipping & Trading Company, Inc.
80 Broad Street
New York 4, New York

President - Constantine P. Goulandris
Vice President - John D. Glinos
Secretary-Treasurer - John D. Glinos

COMMERCE TANKER COMPANY, INC.

c/o Sinclair Refining Company
600 Fifth Avenue
New York 20, New York

Vice President - Joseph Oppe

COMMERCE TANKERS CORPORATION

c/o Marine Transport Lines
11 Broadway
New York, New York

DELSHIPS, INC.

c/o Gulf Oil Corp.
17 Battery Place
New York 4, New York

DENTON STEAMSHIP CORPORATION
60 Broadway, Room 1901
New York 4, New York

President - S.H. Wang
Vice President - Stanley S. Unger
Secretary - Stanley S. Unger

DIESEL TANKER A. C. DODGE, INC.
c/o Ira S. Bushey & Sons
764 Court Street
Brooklyn 31, New York

President - Francis S. Bushey
Vice President - Francis S. Bushey
Secretary-Treasurer - Raymond J.
Bushey, Jr

EAGLE CARRIERS, INC.
250 Park Avenue
New York 17, New York
President - H.C. Lenfest
Vice President - W.H. Sieling
Secretary - H.H. Wasson
Treasurer - W.H. Sieling

EASTERN TANKSHIP CORPORATION
c/o Tidewater Oil Co., Inc.
17 Battery Place
New York 4, New York

President - M.A. Mathiasen
Vice President - Treasurer-Thorvald
Homestead
Secretary - Benjamin F. Stahl

EDISON STEAMSHIP CORPORATION
25 Broadway
New York 4, New York
President - A Sideratos
Vice President - Christos Daskal
Secretary - Angelo H. Manolakis
Treasurer - Anthony H. Manolakis

ESSO STANDARD OIL COMPANY
15 W. 51st Street
New York 19, New York

President - William Naden
Secretary - G.M. Buckingham

FAIRFILED STEAMSHIP CORPORATION
60 Broadway, Room 1901
New York, New York

President - S.H. Wang
Vice President - Stanley S. Unger
Secretary - Stanley S. Unger

FIGUEROA TANKER CORPORATION
c/o Union Oil Co. of California
Union Oil Building
Los Angeles 17, California

President - Thomas F. Troxell
Vice President - Wilbur C. Dubois,
August Belmont
Treasurer - A.J. Gilles

FIRST TANKER CORPORATION
555 Fifth Avenue
New York 17, New York

President - D.J. Smith

GLOBE TANKERS, INC.
17 State Street
New York, New York

President - K.F. Murchison
Treasurer - G. Moser

GREENPOINT TANKERS, INC.
c/o Circle Shipping Co., Inc.
2100 Hunters Point Avenue
Long Island City, New York

President - H.L. Schwartz
Secretary -Treasurer -B.D. Schwartz

GULF OIL CORPORATION
MARINE DEPARTMENT
17 Battery Place
New York 4, New York

President - W.K. Whiteford
Secretary - Russell G. Connolly

HARCON STEAMSHIP COMPANY, INC.
100 West 10th Street
Wilmington, Delaware

President - J.C. Burns

HERON STEAMSHIP COMPANY
80 Broad Street
New York 4, New York

HESS TANKSHIPS COMPANY
c/o Hess, Inc.
State Street and Arthur Kill
Perth Amboy, New Jersey

Vice President - Leon Hess
Secretary - Treasurer - Harold N.
Gast

HILLCONE STEAMSHIP COMPANY
311 California Street
San Francisco 4, California

President - J.J. Coney
Vice President - C.A. Ames
Secretary-Treasurer - L.R. Kerdell

ISBRANDTSEN COMPANY, INC.
26 Broadway
New York 4, New York

President - Jakob Isbrandtsen
Vice President - M.S. Crinkley, E.
Huth, Jr.
Secretary-Treasurer - R.F. Pierce

KEYSTONE SHIPPING COMPANY
1000 Walnut Street
Philadelphia 7, Pennsylvania

President - Charles Kurz
Vice President - J.C. Kall, K.R.
Kurz, A.B. Kurz
Secretary - W.E. Rex
Treasurer - F.W. Purdum

KEYSTONE TANKSHIP CORPORATION
1,000 Walnut Street
Philadelphia 7, Pennsylvania

President - J.C. Kall
Secretary - N.G. Herb
Treasurer - A.B. Kurz

KINGSTON STEAMSHIP CORPORATION
60 Broadway
New York, New York

President - Stanley S. Unger
Vice President-Secretary - Donald R.
Ewen

Kurz & Company, Inc., Charles
1,000 Walnut Street
Philadelphia 7, Pennsylvania

President - Charles Kurz
Secretary - L.C. Krusen
Treasurer - A.B. Kurz

KURZ TANKERS, INC.
c/o Keystone Shipping Co.
1,000 Walnut Street
Philadelphia 7, Pennsylvania

KURZ MARINE, INC.
c/o Keystone Shipping Co.
1,000 Walnut Street
Philadelphia 7, Pennsylvania

LOCUST TANKERS, INC.
611 Industrial Trust Building
10th & Shipley Streets
Wilmington 1, Delaware

MARINE CARRIERS CORPORATION
25 Broadway, Room 1040
New York 4, New York

MARINE CHEMICAL TRANSPORT COMPANY, INC.
c/o Marine Transport Lines
11 Broadway
New York 4, New York

President - H.J. Maass
Vice President - Charles Bosak
Treasurer - G.D. Hawthorne
Secretary - F.A. Dwyer

MARINE NAVIGATION CO., INC.
11 Broadway
New York 4, New York

Vice President - C. Bosak, H.J. Maass
Secretary - F.A. Dwyer
Treasurer - G.D. Hawthorne

METRO PETROLEUM SHIPPING COMPANY
44 Whitehall Street
New York 4, New York

President - Th. J. Mitruw
Vice President - Nicolas Kulukundis
Treasurer - Manuel Kulukundis

MOHAWK EXPRESS, INC.
80 Broad Street
New York 4, New York

MOORE McCORMACK LINES, INC
5 Broadway
New York 4, New York

President - William T. Moore
Ex. Vice President - G.L. Holt
Secretary - A.F. Chrystal
Treasurer - S.L. Barbara

NATIONAL BULK CARRIERS, INC
380 Madison Avenue
New York 17, New York

Chairman & President - D.K. Ludwig
Ex. Vice President - W.W. Wagner
Secretary - I.M. Halfpenny
Treasurer - W.W. Wagner

NATIONAL MARINE SERVICE, INC.
21 West Street
New York 6, New York

President - David A. Wright
Vice President - Edward K. Bachman,
Frank C. Wright, Jr.
Secretary - A.E. Van Why
Treasurer - Edward K. Bachman

NAUTILUS PETROLEUM CARRIERS CORPORATION
24 State Street
New York 6, New York

OIL CARRIERS JOINT VENTURE
c/o Orion Shipping & Trading Co., Inc
80 Broad Street
New York 4, New York

OIL TRANSFER CORPORATION
17 Battery Place
New York 4, New York

President - H.A. Gilbert
Vice President - Robert B. Mitchell,
Jr.
Secretary - F.N. Bickmann, Jr.
Treasurer - J.A. Olsen

OIL TRANSPORT INC.
c/o Joshua Hendy Corp.
612 South Flower Street
Los Angeles 17, California

OLYMPIC TRANSPORT, LTD.
c/o Cargo Tankship Management Corp.
80 Broad Street
New York 4, New York

OZARK NAVIGATION CORP.
Room 1901, 60 Broadway
New York 4, New York

PACO TANKERS, INC.
c/o Keystone Shipping Co.
1,000 Walnut Street
Philadelphia 7, Pennsylvania

President - Charles Kurz
Secretary - L.J. Gunson
Treasurer - L.J. Gunson

PAN ATLANTIC STEAMSHIP CORPORATION
61 Saint Joseph Street
Mobile 13, Alabama

Chairman & President - M.P. McLean
Vice President - L.A. Parish
Secretary - E.A. Hirs

PAN CARGO SHIPPING CORP.
10 Columbus Circle
New York 19, New York

President - Thomas A. Spears
Secretary - Louis C. Couphos
Treasurer - Louis C. Couphos

PARAGON OIL CO., INC.
2,100 Hunters Point Avenue
Long Island City 1, New York

President - H.L. Schwartz
Vice President - R.B. Schwartz, A.A.
Schwartz
Secretary - Treasurer - B.D. Schwartz

PENN NAVIGATION COMPANY
c/o Pan-Oceanic Nav. Corp.
25 Broadway
New York, New York

PETROL SHIPPING CORPORATION
c/o Mar Trade Corp.
44 Whitehall Street
New York 4, New York

PETROLEUM TANKERS INC.
c/o Sinclair Refining Co.
600 Fifth Avenue
New York 20, New York

PHILADELPHIA & NORTHERN STEAMSHIP CO.
French & Water Streets
Wilmington, Delaware

PHILADELPHIA TANKERS, INC.
260 South Broad Street
Philadelphia 1, Pennsylvania

President - H.G. Schad
Vice President - J.W. Forgie
Secretary - Richard Rollins
Treasurer - Charles J. Raller

PICO TANKERS CORPORATION
c/o Union Oil Co. of California
Union Oil Building
Los Angeles 17, California

President - Thomas F. Troxell
Vice President - Wilbur C. DuBois,
August Belmont
Secretary-Treasurer - A.J. Gilles

PURE OIL COMPANY, THE
Ocean Marine Department
P. O. Box 1046
Nederland, Texas

President - R.L. Milligan
Vice President - L.W. Sweet, K.A.
Covell, R.B. Kelly,
Secretary - A.C. Hutchinson
Treasurer - R.F. Sturgis, Jr.

RED HILLS CORPORATION
c/o Southoil, Inc.
1721 Franklin Street
Jacksonville 6, Florida

President - Gordon Duke
Vice President - Robert Hope
Secretary - Harry Hutson
Treasurer - Gordon Duke

RICHFIELD OIL CORPORATION
555 S. Flower Street
Los Angeles 17, California

President - Charles S. Jones
Vice President - David E. Day, W.G.
King, Jr.
Secretary - N.F. Simmonds
Treasurer - Cleve B. Bonner

SABINE TRANSPORTATION CO., INC.
Box 1500
Port Arthur, Texas

President - M.T. Ball
Vice President - Harley Eddingston,
O.B. Hartzog
Secretary - O.B. Hartzog
Treasurer - Harley Eddingston

SHEFFIELD TANKERS CORPORATION
c/o Marine Transport Lines, Inc.
11 Broadway
New York 4, New York

SHIPS INCORPORATED
c/o Cities Service Oil Co.
17 State Street
New York 5, New York

President - B.S. Watson
Vice President - G.H. Hill, Jr.
Secretary - E. G. Christian
Treasurer - E.G. Christian

SINCLAIR REFINING COMPANY, INC.
Marine Department
600 Fifth Avenue
New York 20, New York

President - T.B. Kimball
Vice President - W.N. Damonte
Secretary - J. Von Bevern
Treasurer - E.H. Mutz

THE SKOURAS LINES, INC.
233 West 49th Street
New York 19, New York

President - Spyros S. Skouras
Vice President - Spyros P. Skouras
Secretary - George P. Skouras
Treasurer - Evangelos P. Hardaloupas

SOCONY MOBIL OIL COMPANY, INC.
150 E. 42nd Street
New York 17, New York

President - Albert L. Nickerson
Vice President - J.F. Seal
Secretary - Arthur M. Sherwood
Treasurer - V.B. Geibel

SOUTHERN CHARTERING COMPANY
c/o Atlantic Refining Company
260 South Broad Street
Philadelphia, Pennsylvania

President - Milton C. Jackson
Vice President - Robert G. Stone
Secretary - W.B. McKinney
Treasurer - J.J. Higgins

STANDARD OIL COMPANY OF CALIFORNIA
225 Bush Street, Standard Oil Building
San Francisco 20, California

President - T.S. Petersen
Vice President - W.H. Beekhuis, Hillyer
Brown, G.A. Davidson,
W.W. Davidson, P.L.
Fahrney, Gage Lund, E.J.
McClanahan, G.J. O'Brien,
G.L. Parkhurst, E.R.
Peterson
Secretary - G.M. Foster
Treasurer - H.C. Judd

STONEWALL STEAMSHIP COMPANY
c/o Atlantic Refining Co.
260 S. Broad Street
Philadelphia 1, Pennsylvania

SUN OIL COMPANY
1608 Walnut Street
Philadelphia 3, Pennsylvania

President - Robert G. Dunlop
Secretary-Treasurer - J.C. Agnew

SWORD LINE, INC.
19 Rector Street
New York, New York

President - E.A. Hirs
Vice President - John J. McDonald
Secretary - John J. McDonald
Treasurer - E.A. Hirs

TANKER "FOUR LAKES", INC.
Texas City Refining Inc. (Operator)
Texas City, Texas

President - F.F. Sweeton
Secretary - Wilmer G. Williams
Treasurer - E.W. Hurst

TANKERS & TRAMPS CORPORATION
c/o Cargo & Tankship Management Corp.
80 Broad Street
New York 4, New York

President - Manuel E. Kulukundis
Vice President - Nicholas E.
Kulukundis, D. Dritsas
Secretary - James A. Poll
Treasurer - E.J. Demetriades

TERMINAL TRANSPORT CORPORATION
250 Park Avenue
New York 17, New York

President - H.C. Lenfest
Vice President - W.H. Sieling
Secretary - H.H. Wasson
Treasurer - W.H. Sieling

THE CABINS TANKER, INC.
Texas City Refining Inc. (Operator)
Texas City, Texas

President - F.F. Sweeton
Secretary - Wilmer G. Williams
Treasurer - E.W. Hurst

THE TEXAS COMPANY
135 East 42nd Street
New York 17, New York

President - James W. Foley
Senior Vice President - C.B. Barrett
Secretary - Wallace E. Avery

TIDEWATER OIL COMPANY, INC.
4201 Wilshire Blvd.
Los Angeles 5, California

President - George F. Getty
Vice President - J.R. Getty

TIDEWAY STEAMSHIP CORPORATION
c/o North Atlantic Marine Co., Inc
80 Broad Street
New York 4, New York

TRAMP SHIPPING & OIL TRANSPORTATION CORP.
c/o Cargo & Tankship Management Corp.
80 Broad Street
New York 4, New York

TRANSWESTERN ASSOCIATES
c/o Tak Shipping Corp.
30 Broad Street
New York 4, New York

TRINIDAD CORPORATION
30 Rockefeller Plaza
New York 20, New York

President - J.H. Durbin
Secretary - Treasurer - W.H. Egolf

UNION CARBIDE CORPORATION
30 East 42nd Street
New York 17, New York

President - Howard S. Bunn
Ex. Vice President - Howard S. Bunn
Vice President - D.B. Benedict
Treasurer - John F. Shanklin

UNITED VINTNERS LINE, INC.
601 - 4th Street
San Francisco 7, California

President - Louis Petri
Ex. Vice President - Albert Petri
Secretary - B. Mortara
Treasurer - F.W. Schumacher

UNIVERSITY OF CHICAGO
38 South Dearborne Street
Chicago 3, Illinois

Treasurer - J. Parker Hall

WALNUT TANKERS, INC.
611 Industrial Trust Building
10th & Shipley Streets
Wilmington 1, Delaware

WARREN PETROLEUM CORPORATION
Box 1589, National Bank of Tulsa Building
Tulsa 2, Oklahoma

President - J.E. Allison
Vice President - R.V. Phelps
Secretary - Don M. Mattocks
Treasurer - A.J. Murphy

WATERMAN STEAMSHIP CORPORATION
61 Saint Joseph Street
Mobile 13, Alabama

President - J.K. McLean
Vice President - L.A. Parish
Secretary - Clara L. McLean
Treasurer - E.A. Hirs

WESTERN HEMISPHERE CORPORATION
c/o Tidewater Oil Co.
17 Battery Place
New York, New York

President - M.A. Mathiasen
Vice President - Thorvald Homestead
Secretary - Benjamin F. Stahl

WESTERN OCEAN TRANSPORTATION CO.
c/o Union Oil Co. of California
Union Oil Building
Los Angeles 17, California

President - Hugh Jay Jacks
Vice President - George C. Seward
Secretary - Richard H. Valentine
Treasurer - Donald R. Watts

WINCO TANKERS, INC.
580 5th Avenue
New York, New York

President - John C. Hedges
Vice President - Helen Hedges
Treasurer - Sophie Hadjiyanis

OWNERS OF UNITED STATES FLAG SHIPS OF 1,000 GROSS TONS AND OVER
OPERATING ON THE GREAT LAKES AS OF DECEMBER 31, 1958

Owner Type of Ship	Number of Ships	Gross Tons	Deadweight Tons
American S.S. Co., Inc. Bulk Carriers	20	145,286	214,382
American Steel & Wire Division United States Steel Corp. Bulk Carriers	1	4,202	6,800
Amersand Steamship Corp. Bulk Carriers	1	13,803	17,700
Bethlehem Steel Corp. Bulk Carriers	9	65,449	104,101
Bethlehem Steel Company Bulk Carriers	3	25,415	44,300
Bradley Transportation Line Bulk Carriers	8	63,374	97,260
Brown S.S. Co. Bulk Carriers	2	10,126	15,600
Browning Lines, Inc. Bulk Carriers	4	26,291	38,700
Buckeye S.S. Co., The Bulk Carriers	9	46,297	76,135
Cambria S.S. Co. Bulk Carriers	2	15,526	23,600
Cargo Carriers, Inc. Bulk Carriers	4	18,309	27,900
Chicago Duluth & Georgian Bay Transit Co. Combination Passenger & Cargo	3	7,605	2,300
Clark Oil & Refining Corp. Tankers	1	1,149	1,723
Cleveland Cliffs S.S. Co., The Bulk Carriers	16	122,340	188,089
Cleveland Tankers, Inc. Tankers	8	24,668	31,632
Ecorse Transit Company Bulk Carriers	1	4,871	7,300
Ford Motor Company Bulk Carriers	3	28,452	47,253
Gartland S.S. Company Bulk Carriers	5	26,767	42,175
Gulf Oil Corporation Tankers	2	2,752	4,470
Hanna Coal & Ore Corporation Bulk Carriers	3	25,519	38,900

OWNERS OF UNITED STATES FLAG SHIPS OF 1,000 GROSS TONS AND OVER
OPERATING ON THE GREAT LAKES AS OF DECEMBER 31, 1958—Continued

Owner Type of Ship	Number of Ships	Gross Tons	Deadweight Tons
Hansand Steamship Corp. Bulk Carriers	1	12,217	19,800
Huron Portland Cement Co. Bulk Carriers	6	24,026	35,982
Inland Steel Company Bulk Carriers	5	45,003	68,000
Interlake S.S. Co., The Bulk Carriers	33	252,864	402,521
International Harvester Co. Bulk Carriers	2	15,172	24,000
Jupiter S.S. Co., The Bulk Carriers	2	9,033	15,000
Kinsman Transit Co., The Bulk Carriers	5	30,286	45,300
Marine Iron & Shipbuilding Co. Bulk Carriers	2	5,298	8,267
Maritime Trades, Inc. Cargo	1	1,042	1,660
McCarthy, T.J., S.S. Co. Cargo	<u>6</u> 3	<u>28,280</u> 13,776	<u>44,228</u> 20,800
Bulk Carriers	3	14,504	23,428
Michigan Atlantic Corp. Bulk Carriers	1	1,040	1,660
Midland Steamship Line, Inc. Bulk Carriers	4	26,625	39,400
Motor Vessel Poling Bros. No. 9, Inc. Tankers	1	1,242	1,891
National Marine Service, Inc. Tankers	1	2,935	3,790
National Steel Corp. Bulk Carriers	6	55,617	89,454
Nicholson Transit Company Cargo	<u>11</u> 3	<u>36,723</u> 13,407	<u>57,362</u> 20,653
Bulk Carriers	8	23,316	36,709
Northwestern Mutual Life Insurance Co. Bulk Carriers	4	42,053	75,295
Oglebay Norton Company Bulk Carriers	<u>21</u> 20	<u>120,887</u> 119,517	<u>189,888</u> 187,468
Tankers	1	1,370	2,420
Penn-Dixie Cement Corp. Bulk Carriers	1	2,172	3,500
Pioneer S.S. Co., The Bulk Carriers	17	113,074	173,680
Pittsburgh Steamship Division United States Steel Corp. Bulk Carriers	57	458,494	732,819

OWNERS OF UNITED STATES FLAG SHIPS OF 1,000 GROSS TONS AND OVER
OPERATING ON THE GREAT LAKES AS OF DECEMBER 31, 1958—Continued

Owner Type of Ship	Number of Ships	Gross Tons	Deadweight Tons
Prima Lake Ship Co., Inc. Bulk Carriers	1	4,690	6,800
Pure Oil Company, The Tankers	1	4,068	6,100
Red Arrow S.S. Company Bulk Carriers	1	4,760	7,342
Redland S.S. Company Bulk Carriers	1	6,272	9,500
Reiss S.S. Co., The Bulk Carriers	9	59,097	91,762
Republic Steel Corp. Bulk Carriers	10	69,154	102,554
Rockport S.S. Company Bulk Carriers	2	15,306	16,500
Sand Products Corporation Combination Passenger & Cargo	1	12,773	15,306
Shenango Furnace Co., The Bulk Carriers	2	17,206	25,200
Sinclair Refining Company Tankers	2	6,129	9,207
Socony-Mobil Oil Co., The Tankers	4	7,013	11,474
Standard Oil Co. (Indiana) Tankers	4	19,499	25,567
Steel Products S.S. Corp. Bulk Carriers	1	3,719	5,600
Texas Company, The Tankers	1	3,827	5,700
Tomlinson Fleet Corp. Bulk Carriers	9	58,265	90,200
Toth Motorships, Inc. Bulk Carriers	1	1,669	3,196
Waterways Navigation Company Bulk Carriers	1	4,046	6,800
Wayne S.S. Company Bulk Carriers	1	5,141	7,600
Wilson Marine Transit Company Bulk Carriers	16	109,000	166,125
Wisconsin & Michigan S.S. Co. Combination Passenger & Cargo	1	4,272	2,300
Wyandotte Transportation Company Bulk Carriers	4	14,895	19,775

OWNERS OF CANADIAN FLAG SHIPS OF 1,000 GROSS TONS AND OVER
OPERATING ON THE GREAT LAKES AS OF DECEMBER 31, 1958

Owner Type of Ship	Number of Ships	Gross Tons	Deadweight Tons
Algoma Central & Hudson Bay Railway Co. Bulk Carriers	5	23,715	37,114
Algoma Steamships, Limited Bulk Carriers	1	8,619	13,046
Bayswater Shipping, Limited Bulk Carriers	3	4,943	6,341
Beaconsfield Steamships, Limited Bulk Carriers	10	22,494	37,213
Branch Lines, Limited Tankers	6	13,471	20,662
British American Transportation, Limited Tankers	1	12,638	18,360
Canada Cement Transport, Limited Bulk Carriers	2	4,412	6,016
Canada Steamship Lines, Limited Bulk Carriers	<u>58</u>	<u>257,212</u>	<u>376,402</u>
Cargo	35	197,318	298,098
	23	59,894	78,304
Canadian Coastwise Carriers, Limited Tankers	4	5,920	8,300
Canadian Oil Companies, Limited Tankers	1	2,404	3,430
Canadian Pacific Railway Co. Combination Passenger & Cargo	2	7,781	4,800
Cayuga Navigation Co., Limited Combination Passenger & Cargo	1	2,196	500
Coastalake Tankers, Limited Tankers	5	7,374	9,636
Colonial Steamships, Limited Bulk Carriers	31	119,826	195,713
Gayport Shipping, Limited Tankers	7	13,860	20,025
Gulf & Lake Navigation Co., Limited Bulk Carriers	2	4,056	6,255
Hall Corporation of Canada Bulk Carriers	<u>14</u>	<u>30,290</u>	<u>49,892</u>
Tankers	12	26,279	43,112
	2	4,011	6,780
Hirdman Transportation Co., Limited Bulk Carriers	1	1,913	2,400
Imperial Oil Limited, Marine Division Tankers	8	18,885	26,305
Kelly Shipping, Limited Bulk Carriers	1	1,512	2,000

OWNERS OF CANADIAN FLAG SHIPS OF 1,000 GROSS TONS AND OVER
OPERATING ON THE GREAT LAKES AS OF DECEMBER 31, 1958—Con.

Owner Type of Ship	Number of Ships	Gross Tons	Deadweight Tons
La Verendrye Line, Limited Bulk Carriers	9	15,751	25,500
Lake Erie Coal Co., Limited Bulk Carriers	1	3,508	5,300
Lakeland Tankers, Limited Tankers	2	4,287	6,872
Leitch Transport, Limited Bulk Carriers	2	3,520	5,000
Marathon Corporation of Canada, Limited Bulk Carriers	1	2,196	2,741
Misener Holdings, Limited Bulk Carriers	1	1,900	2,700
Mohawk Navigation Co., Limited Bulk Carriers	4	26,988	39,390
National Sand & Material Co., Limited Bulk Carriers	1	2,015	2,500
Norris Grain Co., Limited Bulk Carriers	4	6,988	10,000
Northwest Steamships, Limited Bulk Carriers	2	4,023	5,260
Owen Sound Transportation Co., Limited Combination Passenger & Cargo	1	1,435	758
Paterson, N.M. & Sons, Limited Bulk Carriers	36	118,112	181,156
Pipe Line Tankers, Limited Bulk Carriers	1	13,274	18,418
Port Weller Dry Docks, Limited Bulk Carriers	1	15,157	23,000
Powell, K.A. (Canada), Limited Bulk Carriers	1	2,274	3,200
Quebec & Ontario Transportation Co., Limited Bulk Carriers	10	26,843	39,600
Reoch S.S. Co., Limited Bulk Carriers	2	4,114	5,740
Reoch Transports, Limited Bulk Carriers	1	2,335	3,650
Shell Canadian Tankers, Limited Tankers	2	4,182	6,960
S.S. Texaco Brave, Limited Tankers	1	1,926	2,783
S.S. Texaco Warrior, Limited Tankers	1	2,500	3,925
Upper Lakes & St. Lawrence Transportation Co., Ltd. Bulk Carriers	20	86,082	126,073
Valley Camp Coal Co. of Canada, Limited Bulk Carriers	1	2,878	2,678
Yankcanuck Steamship, Limited Bulk Carriers	3	4,857	7,885

SHIPBUILDERS

UNITED STATES SHIPYARDS AND ADDRESSES SHOWING
CHARACTERISTICS OF THE YARD AND THE SHIPS UNDER
CONSTRUCTION AS OF DECEMBER 31, 1958

Albina Engine & Machine Works, Inc.
2100 North Albina Avenue
Portland 12, Oregon

2 Launching ways
Building: 1 tanker of 2,550 deadweight tons

American Ship Building Company
2245 - 2357 Front Street
Toledo, Ohio

Number of Berths: 3 Capacity: ships up to 736 feet long
Building: 1 bulk carrier of 24,000 deadweight tons

Bethlehem- Sparrows Point Shipyard
Sparrows Point 19, Maryland

Number of Berths: 9 Capacity: ships up to 750 feet long
Building: 6 tankers of 46,000 deadweight tons each
1 tanker of 32,650 deadweight tons
6 tankers of 25,000 deadweight tons each
4 cargo ships of 11,000 deadweight tons each

Bethlehem Steel Co., Shipbuilding Division
East Howard Street
Quincy 69, Massachusetts

Number of Berths: 8 Capacity: ships up to 1,000 feet long
Building: 2 tankers of 106,500 deadweight tons each
3 tankers of 65,000 deadweight tons each
6 tankers of 46,000 deadweight tons each
1 tanker of 16,200 deadweight tons

Bethlehem Pacific Coast Steel Corp., Shipbuilding Division
20th & Illinois Streets
San Francisco, California

Number of Berths: 11 Capacity: ships up to 650 feet long
Building: 2 tankers of 32,650 deadweight tons each
2 cargo ships of 12,750 deadweight tons each

Great Lakes Engineering Works
River Rouge 18, Michigan

Number of Berths: 5 Capacity: ships up to 800 feet long
Building: 1 bulk carrier of 25,000 deadweight tons
1 bulk carrier of 23,000 deadweight tons

Ingalls Shipbuilding Corp.
Pascagoula, Mississippi

10 Launching ways - Length 700 feet; breath 80 feet
9 Outfitting docks for 700 feet long ships
Building: 3 tankers of 32,000 deadweight tons each
1 tanker of 22,595 deadweight tons
5 cargo ships of 11,000 deadweight tons each

Manitowoc Shipbuilding, Inc.
Manitowoc, Wisconsin

Number of Berths: 5 Capacity: ships up to 600 feet long
Building: 1 bulk carrier of 26,900 deadweight tons
1 bulk carrier of 23,800 deadweight tons

National Steel & Shipbuilding Corp.
28th and Harbor Drive
San Diego 12, California

9 Launching ways - Capacity: ships up to 500 feet long
Building: 2 cargo ships of 10,200 deadweight tons each

Newport News S.B. & D.D. Co.
Newport News, Virginia

Slipways: 3 sliding Capacity: ships up to 1,000 feet long
2 semi-submerged
2 submerged
8 outfitting piers
Building: 3 tankers of 60,000 deadweight tons each
2 tankers of 46,000 deadweight tons each
1 tanker of 41,000 deadweight tons

New York Shipbuilding Corp.
Camden 1, New Jersey

Number of Berths: 8 Capacity: ships up to 829 feet long
Building: 4 tankers of 45,500 deadweight tons each
1 tanker of 35,000 deadweight tons
2 cargo ships of 10,200 deadweight tons each
1 passenger & cargo ship of 10,190 deadweight tons

Sun Shipbuilding & Drydock Co.
Drawer 540
Chester, Pennsylvania

Number of Berths: 8 Capacity: ships up to 650 feet long
Building: 2 tankers of 47,750 deadweight tons each
2 tankers of 30,200 deadweight tons each
2 cargo ships of 10,450 deadweight tons each

Todd Shipyards Corp.
P.O. Box 231
San Pedro, California

Number of Berths: 3 Capacity: ships up to 550 feet long
Building: 2 cargo ships of 10,450 deadweight tons each

GOVERNMENT AID

UNITED STATES FLAG COMPANIES HAVING OPERATING DIFFERENTIAL
SUBSIDY CONTRACTS WITH MARITIME ADMINISTRATION
AS OF DECEMBER 31, 1958

Company Design Type	Number of Ships	Trade Routes
American Banner Lines, Inc.	1	# 8 - U.S. North Atlantic/Belgium and Netherlands.
P2-S1-lh	1	
American Export Lines, Inc.	26	#10 - U.S. North Atlantic/Med. and Black Sea. #18 - U.S. Atlantic and Gulf/India, Persian Gulf and Red Sea.
C2-S-A1	4	
C3	2	
C3-E	3	
C3-S-A3	11	
P1-S1-DR1	4	
P3-S2-D12	2	
American Mail Lines, Ltd.	8	#30 - Washington-Oregon/Far East.
C2-SU	3	
C3-S-A2	5	
American President Lines, Ltd.	23	#17 - U.S. Atlantic, Gulf & Pacific Ports/Indonesia-Malaya. #29 - California/Far East. Round the World Service.
Private	1	
C3	1	
C3-A	1	
C3-S-A2	3	
C3-S-A4	6	
C4-S-1a	4	
C4-S-1h	4	
P2-SE2-R3	2	
VC2-S-AP3	1	
Bloomfield Steamship Company	4	#21 - U.S. Gulf/U.K. and Continent.
C2-S-B1	4	
Farrell Lines, Inc.	16	#14-1- U.S. Atlantic/West Coast Africa. #15A - U.S. Atlantic/South and East Africa.
C2-S-B1	8	
C3	2	
C3-S-BH2	6	
Grace Line, Inc.	28	# 2 - U.S. Atlantic/West Coast South America. # 4 - U.S. Atlantic Ports (Maine-Key West Inc.) Caribbean Ports. #25 - U.S. Pacific/West Coast Mexico, Central & South America.
Blt. 1928 Act	1	
C1-A	1	
C1-B	2	
C2-S-B1	6	
C2-S-AJ1	3	
C2-S-AJ2	5	
C2-S1-AJ4	6	
C2-S1-DG2	3	
P2-S2-11a	1	
Gulf & South American S.S. Company, Inc.	5	#31 - U.S. Gulf/West Coast South America.
C2-S-B1	1	
C2-S-AJ1	4	
Lykes Bros. Steamship Company, Inc.	45	#13 - U.S. South Atlantic and Gulf/Med. and Black Sea. #15B - U.S. Gulf/South and East Africa. #19 - U.S. Gulf/Caribbean and East Coast Mexico. #21 - U.S. Gulf/U.K. and Continent. #22 - U.S. Gulf/Far East.
C1-B	6	
C2-S-B1	9	
C2-S-AJ1	21	
C3	2	
C3-S-BH1	5	
VC2-S-AP2	2	

UNITED STATES FLAG COMPANIES HAVING OPERATING DIFFERENTIAL
SUBSIDY CONTRACTS WITH MARITIME ADMINISTRATION
AS OF DECEMBER 31, 1958—Continued

Company Design Type	Number of Ships	Trade Routes
Mississippi Shipping Company, Inc.	14	#14-2 - U.S. Gulf/West Coast Africa. #20 - U.S. Gulf/East Coast South America.
C1-A	6	
C2-F	1	
C2-S-AJ1	4	
C3-S1-BR1	3	
Moore-McCormack Lines, Inc.	40	# 1 - U.S. Atlantic/East Coast South America. # 6 - U.S. North Atlantic/Scandinavia and Baltic. #15A - U.S. Atlantic/South and East Africa #24 - U.S. Pacific/East Coast South America.
C1-B	2	
C2-S	2	
C2-S-B1	5	
C3	3	
C3-M	1	
C3-S-A1	3	
C3-S-A2	11	
C3-S-A5	7	
P2-S2-9a	2	
VC2-S-AP3	4	
Oceanic Steamship Company, Inc.	6	#27 - U.S. Pacific/Australia-New Zealand.
C2-S-AJ1	4	
P2-S1-1k	2	
Pacific Far East Line, Inc.	9	#29 -- California/Far East.
C2-S-AJ1	2	
C4-S-1a	4	
C4-S-1f	3	
States Steamship Company	13	#29 - California/Far East. #30 - Washington-Oregon/Far East.
C3	1	
C3-M	1	
C3-S-A2	3	
C4-S-1a	2	
VC2-S-AP3	6	
United States Lines Company	55	# 5 - U.S. North Atlantic/United Kingdom and Ireland. # 7 - U.S. North Atlantic/Germany. # 8 - U.S. North Atlantic/Belgium and Netherlands. # 9 - U.S. North Atlantic/Atlantic France and Northern Spain. #11 - U.S. South Atlantic/United Kingdom, Europe, North of Portugal. #12 - U.S. Atlantic/Far East. #16 - U.S. Atlantic and Gulf/Australia-New Zealand.
Passenger	1	
C2-S-B1	21	
C2-S-AJ1	13	
C2-S-AJ5	10	
C4-S-1a	9	
P6-S4-DS1	1	

Note: The ships listed above are only those owned by the company which are eligible to receive operating differential subsidy.

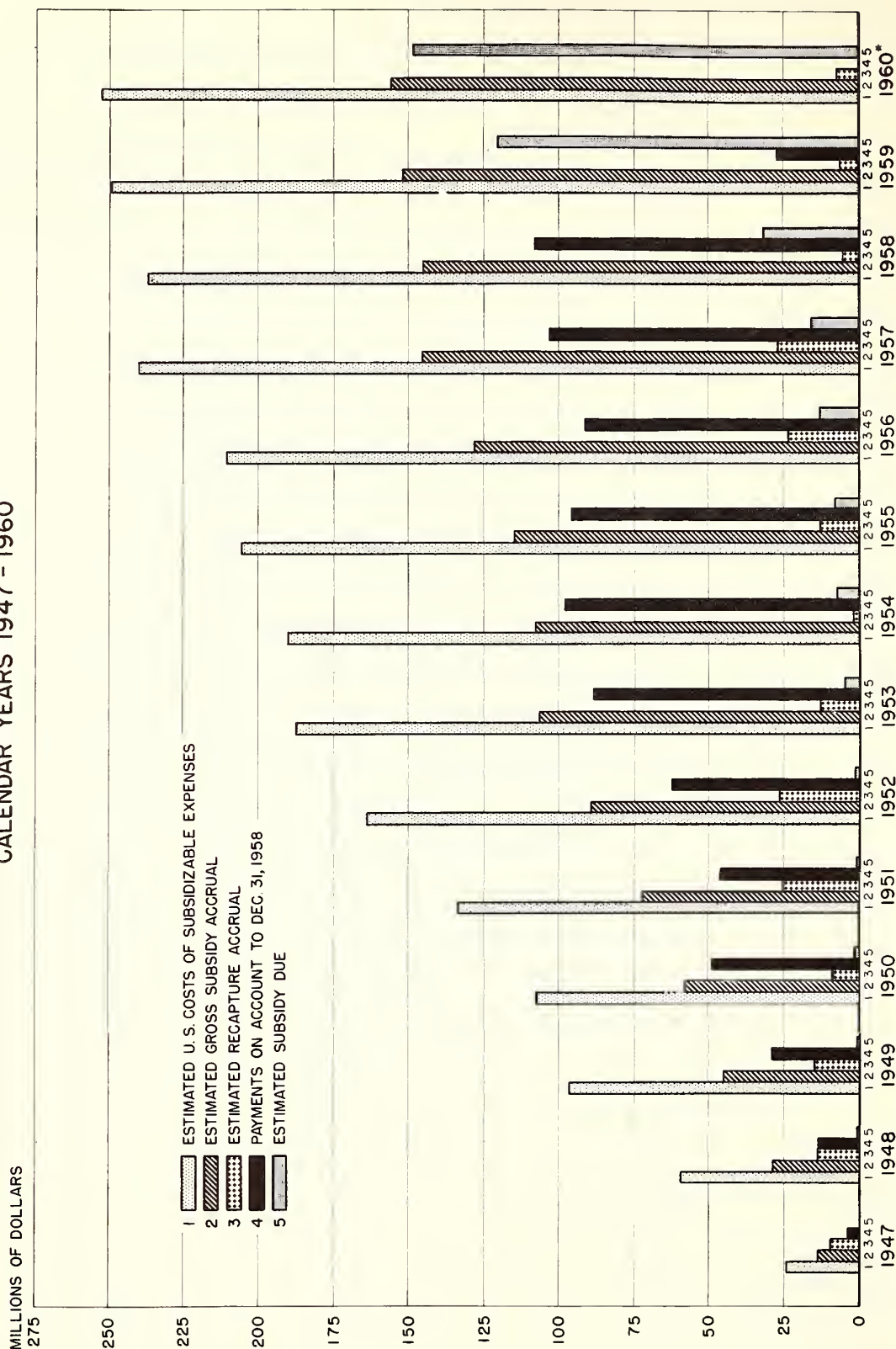
for carrying mail and for service in essential areas which would not ordinarily be operated on a commercial basis, as well as certain depreciation allowances which are also applicable to other industries, have not been included in this study. It is apparent that most of the major shipping companies in the world are engaged in international shipping, and it is therefore not possible to compete as effectively as possible in a field as highly competitive as international shipping. According to data compiled by the Maritime Administration, a greater percentage of foreign trade of each of the ten countries is carried in their own flag vessels (as high as 90 percent of total imports for the United States and 80 percent for the United Kingdom) than in foreign vessels. In this country in 1997, more than 10 percent carried by United States flag ships and less foreign was used.

The following chart, compiled from the latest available information, presents a condensed summary of the principal direct and indirect aids granted by the governments of the ten major foreign maritime nations (based on gross tonnage, excluding Panama and Liberia) to their shipbuilding and shipping industries. Aids granted by the United States Government may be found in Maritime Subsidy Policy published by the Department of Commerce. Two countries, France and Italy, stand out with regard to the amount of direct operating and construction aid and such grants to the maritime industry. In many cases such aid is in the form of direct grants to the shipbuilding industry. In other cases, such aid is in the form of tax relief, accelerated depreciation, loans, etc. In many cases such assistance may be indirect, such as the reservation of a country's coastal trade (cabotage) to its own flag ships. Subsidies

(Effective from April 1957) In the first year, 40% of construction cost of a ship is relieved of tax, while the full cost is still allowed for tax over the years appropriate for depreciation. Thus, 140% instead of 100% of the cost is allowed for tax purposes.

ESTIMATED U. S. SUBSIDIZABLE EXPENSES, GROSS SUBSIDY ACCRUAL, RECAPTURE, PAYMENTS ON ACCOUNT AND BALANCE OF SUBSIDY DUE

CALENDAR YEARS 1947 - 1960



* Projected for a full year, only 50% applicable to 1960 F. Y. Budget.

SOURCE OF DATA
BUDGET OFFICE
MARCH 1959

CARGO DATA

TABLE I.—CARGO SHIPMENTS FROM AND RECEIPT INTO THE UNITED STATES BY FLAG OF SHIP, 1921-1958

(In thousands of long tons)

Year	TOTAL CARGO				CARRIED ON DRY CARGO SHIPS				CARRIED ON TANKERS			
	Total	United States	Percent	Foreign	Total	United States	Percent	Foreign	Total	United States	Percent	Foreign
1921	70,554	34,390	48.7	36,164	47,212	16,939	35.9	30,273	23,342	17,451	74.8	5,891
1922	75,450	36,394	48.2	39,056	49,854	17,159	34.4	32,695	25,596	19,235	75.1	6,361
1923	79,096	31,813	40.2	47,283	54,275	17,137	31.6	37,138	24,821	14,676	59.1	10,145
1924	80,234	32,542	40.6	47,692	54,520	17,411	31.9	37,109	25,714	15,131	58.8	10,583
1925	80,610	29,477	36.6	51,133	57,459	16,374	28.5	41,085	23,151	13,103	56.6	10,048
1926	100,206	31,743	31.7	68,463	75,316	18,295	24.3	57,021	24,890	13,448	54.0	11,442
1927	84,027	31,794	37.8	52,233	59,065	18,653	31.6	40,412	24,962	13,142	52.6	11,820
1928	87,799	33,434	38.1	54,365	58,503	18,298	31.3	40,205	29,296	15,136	51.7	14,160
1929	92,764	35,486	38.3	57,278	61,320	19,442	31.7	41,878	31,444	16,044	51.0	15,400
1930	81,734	30,864	37.8	50,870	51,458	15,831	30.8	35,627	30,276	15,033	49.7	15,243
1931	65,328	23,552	36.1	41,776	40,711	12,528	30.8	28,183	24,617	11,024	44.8	13,593
1932	52,132	18,367	35.2	33,765	30,708	9,293	30.3	21,415	21,424	9,074	42.4	12,350
1933	50,750	16,851	33.2	33,899	32,530	10,243	31.5	22,287	18,220	6,608	36.3	11,612
1934	56,337	18,555	32.9	37,782	36,122	11,343	31.4	24,779	20,215	7,212	35.7	13,003
1935	60,875	19,697	32.4	41,178	39,783	11,671	29.3	28,112	21,092	8,026	38.1	13,066
1936	64,868	19,283	29.7	45,585	41,806	12,004	28.7	29,802	23,062	7,279	31.6	15,783
1937	82,970	22,012	26.5	60,958	54,044	15,544	28.8	38,500	28,926	6,468	22.4	22,458
1938	74,597	19,446	26.1	55,151	44,071	11,637	26.4	32,434	30,526	7,809	25.6	22,717
1939	77,991	17,426	22.3	60,565	47,490	11,915	25.1	35,575	30,501	5,511	18.1	24,990
1940	75,962	23,204	30.5	52,758	51,042	16,022	31.4	35,020	24,920	7,182	28.8	17,738
1941	82,980	N.A.		N.A.	51,562	N.A.		N.A.	31,418	N.A.		N.A.
1942	61,663	30,023	48.7	31,640	43,808	21,418	48.9	22,390	17,855	8,605	48.2	9,250
1943	70,315	44,680	63.5	25,635	47,372	31,664	66.8	15,708	22,943	13,016	56.7	9,927
1944	79,049	53,760	68.0	25,289	46,765	31,036	66.4	15,729	32,284	22,724	70.4	9,560
1945	90,205	61,736	68.4	28,469	56,324	39,932	70.9	16,392	33,881	21,804	64.4	12,077
1946	102,868	67,167	65.3	35,701	69,895	45,910	65.7	23,985	32,973	21,257	64.5	11,716
1947	142,177	81,901	57.6	60,276	106,119	59,267	55.8	46,852	36,058	22,634	62.8	13,424
1948	113,436	59,787	52.7	53,649	77,193	36,290	47.0	40,903	36,243	23,497	64.8	12,746
1949	113,306	54,503	48.1	58,803	71,833	27,319	38.0	44,514	41,473	27,184	65.5	14,289
1950	117,216	49,914	42.6	67,302	66,080	22,502	34.1	43,578	51,136	27,412	53.6	23,724
1951	166,233	71,281	42.9	94,952	109,997	45,531	41.4	64,466	56,236	25,750	45.8	30,486
1952	161,189	57,336	35.6	103,853	99,490	33,718	33.9	65,772	61,699	23,618	38.3	38,081
1953	151,601	44,661	29.5	106,940	85,938	22,964	26.7	62,974	65,663	21,697	33.0	43,966
1954	155,974	43,411	27.8	112,563	91,142	23,935	26.3	67,207	64,832	19,476	30.0	45,356
1955	199,921	47,094	23.6	152,827	125,674	29,964	23.8	95,710	74,247	17,130	23.1	57,117
1956	251,736	51,551	20.5	200,185	156,674	33,366	21.3	123,308	95,062	18,185	19.1	76,877
1957	281,526	50,247	17.8	231,279	175,509	33,855	19.3	141,654	106,017	16,392	15.5	89,625
1958	249,993	29,148	11.7	220,845	145,592	22,906	15.7	122,686	104,801	6,242	6.0	98,559

Note: a. Figures for 1942-1945 are by control of ship - not by flag. That is cargo carried by a foreign flag ship operating under the control of the United States would be listed under United States.

b. Bureau of the Census figures omit "Special Category" items.

c. Maritime Administration figures (1951-1958) include "Special Category" items.

d. Military cargoes are excluded.

e. Great Lakes cargoes are excluded.

N.A. Not Available

Source: 1921 - 1941 Maritime Commission and predecessor agencies

1942 - 1945 War Shipping Administration

1946 - 1950 Bureau of the Census

1951 - 1955 (Tankers) Bureau of the Census

1956 - 1958 (Tankers) Maritime Administration

1951 - 1958 (Dry Cargo) Maritime Administration

TABLE II.—CARGO SHIPMENTS FROM THE UNITED STATES BY FLAG OF SHIP, 1921-1958

(In thousands of long tons)

Year	TOTAL CARGO				CARRIED ON DRY CARGO SHIPS				CARRIED ON TANKERS			
	Total	United States	Percent	Foreign	Total	United States	Percent	Foreign	Total	United States	Percent	Foreign
1921	40,835	13,884	34.0	26,951	34,855	11,502	33.0	23,353	5,980	2,382	39.8	3,598
1922	35,504	12,426	35.0	23,078	29,064	9,882	34.0	19,182	6,440	2,544	39.5	3,896
1923	40,713	12,621	31.0	28,092	31,225	9,992	32.0	21,233	9,488	2,629	27.7	6,859
1924	43,683	13,885	31.8	29,798	32,626	10,318	31.6	22,308	11,057	3,567	32.3	7,490
1925	42,924	12,958	30.2	29,966	32,556	9,301	28.6	23,255	10,368	3,657	35.3	6,711
1926	60,274	14,009	23.2	46,265	47,985	10,211	21.3	37,774	12,289	3,798	30.9	8,491
1927	47,223	14,628	31.0	32,595	33,704	10,536	31.2	23,168	13,519	4,092	30.3	9,427
1928	47,096	14,548	30.9	32,548	32,207	10,200	31.7	22,007	14,889	4,348	29.2	10,541
1929	47,030	14,015	29.8	33,015	32,253	10,368	32.1	21,885	14,777	3,647	24.7	11,130
1930	40,366	11,320	28.0	29,046	25,997	8,075	31.1	17,922	14,369	3,245	22.6	11,124
1931	32,702	8,982	27.5	23,720	20,855	6,692	32.1	14,163	11,847	2,290	19.3	9,557
1932	25,853	6,835	26.4	19,018	15,782	5,160	32.7	10,622	10,071	1,675	16.6	8,396
1933	26,559	6,988	26.3	19,571	16,023	5,458	34.1	10,565	10,536	1,530	14.5	9,006
1934	29,799	7,477	25.1	22,322	18,041	5,896	33.2	12,145	11,758	1,581	13.4	10,177
1935	30,517	7,071	23.2	23,446	18,460	5,882	31.9	12,578	12,057	1,189	9.9	10,868
1936	31,251	6,917	22.1	24,334	17,875	5,312	29.7	12,563	13,376	1,605	12.0	11,771
1937	43,812	9,074	20.7	34,738	25,261	7,353	29.1	17,908	18,551	1,721	9.3	16,830
1938	44,984	8,487	18.9	36,497	23,447	5,496	23.4	17,951	21,537	2,991	13.9	18,546
1939	44,889	7,595	16.9	37,294	24,423	5,839	23.9	18,584	20,466	1,756	8.6	18,710
1940	39,845	8,511	21.4	31,334	28,482	7,108	25.0	21,374	11,363	1,403	12.3	9,960
1941	37,263	N.A.		N.A.	25,576	N.A.		N.A.	11,687	N.A.		N.A.
1942	37,205	14,488	38.9	22,717	26,081	10,242	39.3	15,839	11,124	4,246	38.2	6,878
1943	42,647	22,591	53.0	20,056	27,641	16,221	58.7	11,420	15,006	6,370	42.4	8,636
1944	49,299	30,359	61.6	18,940	28,199	16,485	58.5	11,714	21,100	13,874	65.8	7,226
1945	55,002	33,687	61.2	21,315	36,935	24,707	66.9	12,228	18,067	8,980	49.7	9,087
1946	62,202	39,196	63.0	23,006	50,526	34,072	67.4	16,454	11,676	5,124	43.9	6,552
1947	92,636	48,737	52.6	43,899	80,789	44,241	54.8	36,548	11,847	4,496	38.0	7,351
1948	56,319	24,130	42.9	32,189	47,504	21,431	45.1	26,073	8,815	2,699	30.6	6,116
1949	48,272	18,556	38.4	29,716	40,794	15,580	38.2	25,214	7,478	2,976	39.8	4,502
1950	35,303	12,823	36.3	22,480	28,888	9,913	34.3	18,975	6,415	2,910	45.4	3,505
1951	83,119	33,679	40.5	49,440	71,988	30,265	42.0	41,723	11,131	3,414	30.7	7,717
1952	72,614	22,488	31.0	50,126	61,712	19,419	31.5	42,293	10,902	3,069	28.2	7,833
1953	53,294	12,605	23.7	40,689	42,604	9,878	23.2	32,726	10,690	2,727	25.5	7,963
1954	54,469	12,560	23.1	41,909	46,175	10,766	23.3	35,409	8,294	1,794	21.6	6,500
1955	82,371	15,620	19.0	66,751	73,098	14,134	19.3	58,964	9,273	1,486	16.0	7,787
1956	111,182	18,963	17.1	92,219	95,737	16,658	17.4	79,079	15,445	2,305	14.9	13,140
1957	129,037	21,336	16.5	107,701	108,061	18,249	16.9	89,812	20,976	3,087	14.7	17,889
1958	90,302	13,785	15.3	76,517	80,481	11,995	14.9	68,486	9,821	1,790	18.2	8,031

Note: a. Figures for 1942-1945 are by control of ship - not by flag. That is cargo carried by a foreign flag ship operating under the control of the United States would be listed under United States.

b. Bureau of the Census figures omit "Special Category" items.

c. Maritime Administration figures (1951-1958) include "Special Category" items.

d. Military cargoes are excluded.

e. Great Lakes cargoes are excluded.

N.A. Not Available

Source: 1921 - 1941 Maritime Commission and predecessor agencies

1942 - 1945 War Shipping Administration

1946 - 1950 Bureau of the Census

1951 - 1955 (Tankers) Bureau of the Census

1956 - 1958 (Tankers) Maritime Administration

1951 - 1958 (Dry Cargo) Maritime Administration

TABLE III.--CARGO RECEIPTS INTO THE UNITED STATES BY FLAG OF SHIP, 1921-1958

(In thousands of long tons)

Year	TOTAL CARGO				CARRIED ON DRY CARGO SHIPS				CARRIED ON TANKERS			
	Total	United States	Percent	Foreign	Total	United States	Percent	Foreign	Total	United States	Percent	Foreign
1921	29,719	20,506	69.0	9,213	12,357	5,437	44.0	6,920	17,362	15,069	86.8	2,293
1922	39,946	23,968	60.0	15,978	20,790	7,277	35.0	13,513	19,156	16,691	87.1	2,465
1923	38,383	19,192	50.0	19,191	23,050	7,145	31.0	15,905	15,333	12,047	78.6	3,286
1924	36,551	18,657	51.0	17,894	21,894	7,093	32.4	14,801	14,657	11,564	78.9	3,093
1925	37,686	16,519	43.8	21,167	24,903	7,073	28.4	17,830	12,783	9,446	73.9	3,337
1926	39,932	17,734	44.4	22,198	27,331	8,084	29.6	19,247	12,601	9,650	76.6	2,951
1927	36,804	17,166	46.6	19,638	25,361	8,117	32.0	17,244	11,443	9,050	79.1	2,393
1928	40,703	18,886	46.4	21,817	26,296	8,098	30.8	18,198	14,407	10,788	74.9	3,619
1929	45,734	21,471	46.9	24,263	29,067	9,074	31.2	19,993	16,667	12,397	74.4	4,270
1930	41,368	19,544	47.2	21,824	25,461	7,756	30.5	17,705	15,907	11,788	74.1	4,119
1931	32,626	14,570	44.7	18,056	19,856	5,836	29.4	14,020	12,770	8,734	68.4	4,036
1932	26,279	11,532	43.9	14,747	14,926	4,133	27.7	10,793	11,353	7,399	65.2	3,954
1933	24,191	9,863	40.8	14,328	16,507	4,785	29.0	11,722	7,684	5,078	66.1	2,606
1934	26,538	11,078	41.7	15,460	18,081	5,447	30.1	12,634	8,457	5,631	66.6	2,826
1935	30,358	12,626	41.6	17,732	21,323	5,789	27.1	15,534	9,035	6,837	75.7	2,198
1936	33,617	12,366	36.8	21,251	23,931	6,692	28.0	17,239	9,686	5,674	58.6	4,012
1937	39,158	12,938	33.0	26,220	28,783	8,191	28.5	20,592	10,375	4,747	45.8	5,628
1938	29,613	10,959	37.0	18,654	20,624	6,141	29.8	14,483	8,989	4,818	53.6	4,171
1939	33,102	9,831	29.7	23,271	23,067	6,076	26.3	16,991	10,035	3,755	37.4	6,280
1940	36,117	14,693	40.7	21,424	22,560	8,914	39.5	13,646	13,557	5,779	42.6	7,778
1941	45,717	N.A.		N.A.	25,986	N.A.		N.A.	19,731	N.A.		N.A.
1942	24,458	15,535	63.5	8,923	17,727	11,176	63.0	6,551	6,731	4,359	64.8	2,372
1943	27,668	22,089	79.8	5,579	19,731	15,443	78.3	4,288	7,937	6,646	83.7	1,291
1944	29,750	23,401	78.7	6,349	18,566	14,551	78.4	4,015	11,184	8,850	79.1	2,334
1945	35,203	28,049	79.7	7,154	19,389	15,225	78.5	4,164	15,814	12,824	81.1	2,990
1946	40,666	27,971	68.8	12,695	19,369	11,838	61.1	7,531	21,297	16,133	75.8	5,164
1947	49,541	33,164	66.9	16,377	25,330	15,026	59.3	10,304	24,211	18,138	74.9	6,073
1948	57,117	35,657	62.4	21,460	29,689	14,859	50.0	14,830	27,428	20,798	75.8	6,630
1949	65,034	35,947	55.3	29,087	31,039	11,739	37.8	19,300	33,995	24,208	71.2	9,787
1950	81,913	37,091	45.3	44,822	37,192	12,589	33.8	24,603	44,721	24,502	54.8	20,219
1951	83,114	37,602	45.2	45,512	38,009	15,266	40.2	22,743	45,105	22,336	49.5	22,769
1952	88,575	34,848	39.3	53,727	37,778	14,299	37.9	23,479	50,797	20,549	40.5	30,248
1953	98,307	32,056	32.6	66,251	43,334	13,086	30.2	30,248	54,973	18,970	34.5	36,003
1954	101,505	30,851	30.4	70,654	44,967	13,169	29.3	31,798	56,538	17,682	31.3	38,856
1955	117,550	31,474	26.8	86,076	52,576	15,830	30.1	36,746	64,974	15,644	24.1	49,330
1956	140,554	32,588	23.2	107,966	60,937	16,708	27.4	44,229	79,617	15,880	20.0	63,737
1957	152,489	28,911	19.0	123,578	67,448	15,606	23.1	51,842	85,041	13,305	15.6	71,736
1958	159,691	15,363	9.6	144,328	65,111	10,911	16.8	54,200	94,580	4,452	4.7	90,128

Note: a. Figures for 1942-1945 are by control of ship - not by flag. That is cargo carried by a foreign flag ship operating under the control of the United States would be listed under United States.

b. Bureau of the Census figures omit "Special Category" items.

c. Maritime Administration figures (1951-1958) include "Special Category" items.

d. Military cargoes are excluded.

e. Great Lakes cargoes are excluded.

N.A. Not Available

Source: 1921 - 1941 Maritime Commission and predecessor agencies

1942 - 1945 War Shipping Administration

1946 - 1950 Bureau of the Census

1951 - 1955 (Tankers) Bureau of the Census

1956 - 1958 (Tankers) Maritime Administration

1951 - 1958 (Dry Cargo) Maritime Administration

DOMESTIC OCEANBORNE AND GREAT LAKES COMMERCE OF THE UNITED STATES BY AREA OF TRADE
IN SHIPS OF 1,000 GROSS TONS AND OVER
CALENDAR YEARS 1957-1957
(In tons of 2,000 lbs.)

	I N D R Y C A R G O S H I P S						
	1951	1952	1953	1954	1955	1956	1957
<u>Coastwise</u>	16,605,328	16,144,290	13,804,447	13,052,636	14,040,011	12,794,572	15,176,972
Atlantic	10,233,282	10,127,547	7,515,217	7,100,200	7,791,123	6,359,677	8,076,789
Atlantic/Gulf	4,491,334	4,040,120	4,499,138	3,973,927	4,208,115	4,291,401	4,955,013
Gulf	461,822	323,294	252,770	524,523	381,470	373,450	530,821
Pacific	1,418,890	1,653,329	1,537,322	1,453,986	1,659,303	1,770,044	1,614,349
<u>Intercoastal</u>	4,158,584	4,146,037	4,506,144	4,490,475	4,606,022	4,235,448	4,213,171
<u>Non-Contiguous</u>	6,054,535	6,247,258	6,402,766	5,973,068	6,763,008	7,093,416	6,849,505
Alaska	871,438	655,597	587,926	518,975	450,611	461,332	401,830
Hawaii	2,703,608	2,812,248	3,094,750	2,969,193	3,536,939	3,575,443	3,550,727
Puerto Rico	2,479,489	2,779,413	2,720,090	2,484,900	2,775,458	3,056,641	2,896,948
<u>Great Lakes</u>	157,622,610	134,425,355	167,258,235	129,894,632	165,712,135	154,515,390	163,782,332

I N T A N K S H I P S							
<u>Coastwise</u>	134,821,830	132,465,790	135,259,330	137,728,890	141,113,844	143,915,651	143,395,489
Atlantic	8,775,137	9,146,518	11,918,899	11,459,373	10,300,577	8,508,869	15,206,078
Atlantic/Gulf	87,354,524	86,226,013	83,997,367	86,989,143	91,730,399	96,827,320	94,397,968
Gulf	12,075,590	8,931,111	10,393,855	10,230,364	11,475,688	10,667,920	9,195,098
Pacific	26,616,579	28,162,148	28,949,209	29,050,010	27,607,180	27,911,542	24,594,345
<u>Intercoastal</u>	354,645	960,398	1,354,563	1,333,662	2,932,807	889,325	850,281
<u>Non-Contiguous</u>	2,154,329	2,576,317	2,432,539	2,546,307	2,739,973	3,071,246	2,975,959
Alaska	519,392	573,676	465,563	605,114	671,934	814,980	695,992
Hawaii	955,193	1,215,237	1,211,434	1,235,473	1,285,770	1,383,027	1,392,157
Puerto Rico	679,744	787,404	755,542	705,720	782,269	873,239	887,810
<u>Great Lakes</u>	7,290,028	8,032,002	8,193,072	8,295,927	8,472,359	8,765,046	9,181,213

Note: Does not include Pacific Islands

Source: Basic data supplied by Board of Engineers for Rivers and Harbors, Department of Defense.

LABOR DATA

SEAFARING LABOR DATA COMPRISES MANNING WAGES AND WORKING CONDITIONS FOR ACTIVE UNITED STATES FLAG OCEANGOING MERCHANT SHIPS OF 1,000 GROSS TONS AND OVER UNLESS OTHERWISE SPECIFIED.

(Excludes Ships on the Great Lakes and Inland Waterways and Special Types Such as Cable Ships, Barges, etc., and Merchant Ships Owned by any Military Force.)

MAJOR ORGANIZATIONS IN THE MARITIME INDUSTRY

1. International Organization of Masters, Mates and Pilots (MMP). This organization represents ships' masters and deck officers. Collective bargaining between the MMP and ship operators are maintained on an industrywide basis for the Atlantic, Gulf, and Pacific Coasts, covering about 5,000 jobs on ships operated by some 200 steamship companies.

2. National Marine Engineers' Beneficial Association (MEBA). The Association represents ships' engineering officers. Collective bargaining agreements between MEBA and ship operators are also maintained on an industrywide basis for the Atlantic, Gulf, and Pacific Coasts, covering about 5,500 jobs on ships operated by some 190 steamship companies.

3. Brotherhood of Marine Officers (BMO). The BMO represents both deck and engineering officers and has agreements with 2 large companies covering more than 600 positions on the Atlantic Coast.

4. American Radio Association (ARA). The ARA represents ships' radio officers. Collective bargaining agreements cover more than 600 jobs aboard ships operated by steamship companies on the Atlantic, Gulf, and Pacific Coasts.

5. Radio Officers Union of the Commercial Telegraphers Union (ROU). The ROU also represents ships' radio officers. Collective bargaining agreements cover about 400 jobs aboard ships operated by steamship companies on the Atlantic, Gulf, and Pacific Coasts.

6. American Merchant Marine Staff Officers Association (AMMSOA). The Association represents personnel of the purser's department. Collective bargaining agreements cover about 150 jobs on ships operated by some 8 steamship companies, primarily along the Pacific Coast.

7. Staff Officers' Association of America (SOA). This Association also represents personnel of the purser's department. Collective bargaining agreements cover about 220 jobs on ships operated by 7 steamship companies out of Atlantic and Gulf Coast ports.

8. National Maritime Union of America (NMU). The NMU represents unlicensed personnel of the deck, engine, and stewards departments. Collective bargaining agreements cover approximately 195 steamship companies in the Atlantic and Gulf Coast District who operate merchant ships having an employment potential in excess of 24,000 unlicensed jobs.

9. Seafarer's International Union of North America (SIU). The SIU Atlantic and Gulf District represents unlicensed personnel of the deck, engine, and stewards departments. Collective bargaining agreements are maintained with some 60 steamship companies operating from the Atlantic and Gulf Coasts with more than 8,500 jobs on approximately 225 ships. The affiliates of the SIU on the Pacific Coast are described below. Interchange of personnel from the membership of the various SIU affiliates provides an employment potential aboard ships other than those directly under contract to the SIU. Field offices and employment centers are administered jointly by the SIU affiliates on the Atlantic, Gulf and Pacific Coasts.

10. Sailors Union of the Pacific (SUP-SIU). The SUP represents unlicensed personnel of the deck department on dry-cargo and passenger ships and all 3 departments on some tankers, while its affiliated labor organizations, the Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association (MFW-SIU) represents unlicensed personnel of the engine department and the Marine Cooks and Stewards Union (MCS-SIU) represents the stewards department personnel. Each of these affiliated seafaring unions retains its identity and autonomy while maintaining collective bargaining agreements with approximately 35 Pacific Coast steamship companies which operate about 200 ships with an employment potential close to 10,000 jobs in the 3 departments.

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Estimates of number of positions represent vessels engaged in the various deep sea trades only.

These unions represent their members in dealing with various employer groups. Most of the employing companies are represented by 2 large employer associations.

1. The American Merchant Marine Institute, Inc. (AMMI). The AMMI represents the majority of the shipping companies on the Atlantic and Gulf Coasts in their negotiations with maritime labor unions. Several committees have been established within the AMMI to represent various employer groups around the bargaining table; they are not, however, empowered to bind a company represented to a contract. Each company must concur and sign a final agreement individually. Any company may refuse to ratify a final settlement and is not legally bound to accept a contract agreed to be groups with the AMMI.

2. The Pacific Maritime Association (PMA). The PMA represents American flag companies on the West Coast in collective bargaining with various seafaring unions. Unlike the AMMI, the agreements negotiated by PMA are binding on all companies authorized by PMA to bargain in their behalf and contracts are executed by PMA officials rather than by each authorizing company.

A third group, an informal Atlantic and Gulf Association, also exists to negotiate with the Seafarers' International Union, Atlantic and Gulf District. Originally, the companies in this group were members of the AMMI, but bargaining difficulties caused the companies under contract with SIU to withdraw from the AMMI; until the end of the World War II, these companies then bargained individually with the SIU.

In 1945, 10 of the companies having contracts with the SIU organized the Atlantic and Gulf Ship Operators Association to bargain with the SIU. The Association was dissolved in 1948. Even though the formal bargaining group went out of existence, group bargaining with the SIU has continued on an informal basis. When a union contract is reopened, the SIU invites all companies to join in the negotiations, and most companies send representatives for consideration of union demands and selection of a subcommittee to carry on negotiations. After the negotiating committee has met with the union, the full committee reconvenes to develop bargaining strategy. The negotiating subcommittee then resumes bargaining with the union. This committee has no power to bind any company to settlement. After the group agreement, the union concludes negotiations with each company separately.

Generally, current collective bargaining agreements in the industry stipulate that, upon request, unions dispatch qualified and competent men from the top of the rotary hiring list; that these employees must be satisfactory to the operators, who may turn down or discharge them, provided bona fide reasons are given for the action taken; and that neither the operators nor the unions may discriminate against anyone for union or non-union affiliation.

The collective bargaining agreements, entered into by the different unions, for all practical purposes, are closely related, stipulating approximately the same wage scales, hours of labor, and other working conditions for the respective licensed and unlicensed seamen covered by the contracts. The basic difference among the various agreements relates to types of ships; i. e., cargo, passenger, or tanker. Benefits gained by any one union are often incorporated in the other union agreements.

One important exception to the standardization of terms is found in the current Sailors Union of the Pacific (SUP) contract affecting hours of work and certain premium pay practices. In the 1955 negotiations, the SUP established a wage pattern unique in maritime history, which incorporated certain premium pay in the basic monthly wages. The previously established working hours at sea and in port were maintained, based on 56 hours at sea and 40 hours in port for watchstanders and 40 hours a week both at sea and in port for dayworkers, hours which are similar in all union contracts. Until this time, watchstanders were paid a penalty rate for all hours worked on Saturday and Sunday. The new contract eliminated the penalty pay for Saturday and Sunday as such and incorporated the average amount earned by watchstanders and dayworkers in a month into the basic monthly wage scale. The result was the elimination of the penalty pay rate from the agreement, and this pay was reflected in the new wage rates. This new wage pattern did not actually affect the workweek, since all watchstanders work 56 hours at sea. What it did do was eliminate the extra-pay provision for Saturdays and Sundays while retaining the extra pay. This agreement, however, still contains provisions for a special rate for certain specified items. Other agreements in the seafaring industry still provide premium pay for all hours over 40 per week, and all unions stipulate that watchstanders at sea work 56 hours per week.

DESCRIPTIONS OF SELECTED SHIPBOARD RATINGS

Master (Captain)

In command of ship; chief navigator; responsible for discipline and order, safety of ship, passengers, crew and cargo; is sole representative of ship's owner. In consultation with Chief Officer, arranges organizational assignments of duties for ship's operation, navigation, and maintenance.

Deck Department

Chief Mate (First Mate or Chief Officer)

Acts as Master's first assistant; in charge of all deck work and responsible for hull maintenance, cargo planning; assists with navigation, discipline, and order.

Second Mate (Second Officer)

Assists with navigation and cargo work; in charge of mails; responsible for care and maintenance of all navigating equipment and charts; usually stands 4 to 8 watch in charge of navigating bridge.

Third Mate (Third Officer)

Responsible for maintenance of lifeboats and firefighting equipment; acts as signal officer in charge of all signaling equipment; assists with cargo work; usually stands 12 to 4 watch in charge of navigating bridge.

Fourth or Junior Third Mate (Fourth Officer)

Assists in supervision of deck department activities and work details. In charge of navigating bridge when standing watch, usually 8 to 12.

Radio Officer

Performs all duties required for the operation and maintenance of radio and other electronic communications devices; maintains depth recording equipment and electronic navigational aids such as Radar and Loran. Services emergency batteries and lifeboat transceivers. Handles all communications at the direction of the Master.

Purser or Purser/Pharmacist

Maintains payroll data; records overtime reported by the Deck, Engine, and Stewards departments; keep ship's accounts; and prepares crew and cargo manifests and official documents for foreign port authorities.

When serving in the capacity of Purser/Pharmacist, is responsible for medicine chest, first-aid treatment, and injury reports in addition to the other duties.

Bosun (Boatswain)

Carries out orders for work details as issued by Chief Officer; lays out deck work and supervises seamen; directs maintenance tasks such as chipping and painting; splices rope and wire for rigging; handles lifeboats and canvas coverings.

Carpenter

Under direction of the Chief Officer, shores up cargo or tightens cargo lashings; sounds bilges, fresh water and ballast tanks; bolts and unbolts tanktop covers. Stands by windlass when necessary; assists with general maintenance and repair work.

Deck Maintenance

Must be an Able-Bodied Seaman. Performs duties in connection with maintenance of the Deck Department under the direction of the Chief Officer; sounds bilges and overhauls cargo gear as directed. Usually works an 8-hour day, Mondays through Fridays.

Able-Bodied Seaman (AB)

Performs general seamen's duties, rigs cargo booms; assists in readying gear for cargo loading or discharging operations; stands watch as lookout; acts as helmsman under direction of the officer on watch; must be a qualified lifeboatman able to take charge of a lifeboat crew. Two AB seamen stand on each of the 12 to 4, 4 to 8, or the 8 to 12 watch.

Ordinary Seaman (OS)

Learns and assists in performing the duties of an Able-Bodied Seaman, cleans, chips, paints, and washes down; coils and splices ropes. One OS usually stands on each of the 12 to 4, 4 to 8, or the 8 to 12 watch.

Engine Department

Chief Engineer

In charge of and responsible for the operation and maintenance of all propulsion machinery, auxiliaries, and power generating equipment. Keeps logs on machinery performance, fuel consumption; responsible for machinery repairs and prepares specifications for periodic overhaul or repairs when in port. Instructs and trains where necessary.

First Assistant Engineer

Cooperates with and assists Chief Engineer with responsibilities for all ship's machinery; has direct responsibility for operations in the engine-room and supervision of engineroom personnel; in conjunction with Chief Engineer, plans and directs repairs, supervises maintenance of lubricating systems, electrical equipment and engineroom auxiliaries.

Second Assistant Engineer

Assist in the operation of ship's propulsion, auxiliary and generating machinery. Responsible for fuel and water; supervises tank soundings and keep records of fuel and water consumption; may be charged with the responsibility for operation of ship's boiler, boilerroom equipment, feed water system, pumps and condensers; supervises oilers and firemen, water tenders for maintenance of proper oil and water temperatures and stem pressure; makes repairs including machining of replacement parts, usually stands 4 to 8 watch.

Third Assistant Engineer

Supervises operation and maintenance of engine room auxiliaries and ship's pumps; responsible for the operation of main engines when on watch; supervises engineroom personnel; keeps log of activities and machinery performance; makes repairs using machine shop equipment.

Junior Third Assistant Engineer (or Fourth)

Works under the supervision of the First Assistant Engineer. Performs supervisory functions in the engine room during watch hours, usually 8 to 12 watch when he is responsible for operation and maintenance of the engineroom.

Licensed Junior Engineer

Works under the supervision of the Chief and First Assistant Engineers. Performs necessary functions in the engineroom during the period from 8 to 5 for the orderly maintenance of the engineroom.

Unlicensed Junior Engineer

Assists engineer on watch; performs engineroom duties while working for license; does maintenance work on deck machinery; care and maintenance of ship's plumbing; assists electricians when required.

Electrician

Responsible for work assigned by Chief or First Assistant Engineers. Repairs and maintains all electric motors and electrical circuits. Activates circuits for electrical deck machinery and stands by when cargo gear is in operation.

Second Electrician (or Assistant)

Works under the supervision of the Electrician. Assists in making repairs and providing maintenance of electric motors; keeps resistor houses clean and tidy; maintains stock of electrical spare parts to meet repair or replacement needs.

Oiler

Qualified Member of the Engine Department (QMED). Oils and greases bearings and moving parts of main engine, auxiliary machinery and electric motors; checks oil pressures and flow; inspects journals, bearings, couplings; assists engineer in charge with repair and overhaul of machinery; may also be given the responsibility for maintaining boiler water at proper levels. One oiler stands either the 12 to 4, 4 to 8, or 8 to 12 watch.

Fireman, Water Tender

Qualified Member of the Engine Department (QMED). Cleans oil burning equipment

in the boiler room; cleans fuel oil strainers; checks boiler gauges for proper water levels; maintains specified steam pressure; regulates fuel oil valves as required for increasing or diminishing boiler fires; checks operation of evaporators and condensers and checks boiler water for salinity; may repack pumps, grind valves, renew piping. Fireman, Water Tender stands on each of the 12 to 4, 4 to 8, and 8 to 12 watches.

Wiper

Assists in keeping engineroom clean; wipes down machinery with cotton waste or solvents; cleans oil spills; helps dismantle and repair machinery under the direction of the engineer in charge; assists in general maintenance of engine room. One wiper is assigned to each of the 12 to 4, 4 to 8, and 8 to 12 watches. May load engine department stores in port.

Engine Maintenance

Assists Chief Engineer and other engineer officer personnel in repairing and maintaining propulsion, generating, and auxiliary machinery. Makes repairs, machining replacement parts under the direction of the Chief or First Assistant Engineer, installs new parts, makes adjustments, performs tasks of Oiler or Firemen, Water Tender as required.

Stewards Department

Chief Steward

Supervises the operation and maintenance of service for living quarters, food preparation and messrooms; maintains inventory records of foodstuffs, linens, bedding and furniture; prepares requisitions for voyage requirements; in consultation with the Chief Cook, plans meals, supervises preparation and service of meals; issues necessary supplies and is responsible for the general cleanliness of passenger and crew living spaces and accommodations.

Cook (Chief Cook)

Prepares all meals and, in conjunction with Chief Steward, plans menus in advance of meals. Supervises Second Cook and Utilityman in food preparations and maintenance of cleanliness in the ship's galley. Issues stores from ship's refrigerators and storerooms; butchers meats.

Cook and Baker (Second Cook and Baker)

Works under the direction of the Chief Cook; bakes all bread and pies, prepares desserts, salads and night lunches; responsible for the safety and upkeep of galley utensils and equipment; keeps refrigeration spaces and storeroom neat and orderly; assists in general cleaning and maintenance of ship's galley.

Assistant Cook (Third Cook)

Works under the direction of the Chief Cook; starts galley range fire; keeps working top and ovens clean; cleans and prepares vegetables for cooking; assists in withdrawing meats, vegetables, and other perishables from ship's refrigeration boxes; keeps butcher shop and garbage disposal room clean and orderly; draws daily supplies such as foodstuffs. Cleaning equipment and linens for the galley.

Messman (Or Messman/Utilityman)

Works under the direction of the Chief Steward and Chief Cook; sets tables, serves meals, washes glassware and tableware after each meal; draws table linens for the messrooms and dining saloon; disposes of trash and garbage from dining areas; scrubs pantry, messroom, and dining saloon decks; responsible for cleanliness of serving pantry; cleans portholes, fans, and furnishings; maintains cleanliness of passages, stairways and corridors; makes up berths in officers' and crew quarters; keeps radio room and various ship's offices clean and tidy.

EMPLOYMENT PROCEDURES

International Organization of Masters, Mates and Pilots (MMP)

1. Preference of employment is given to members of the MMP when available and the employer agrees that when hiring new employees they shall be obtained through the offices of the MMP.
2. The employer has the right to select personnel considered to be qualified and satisfactory.
3. The employer also reserves the right to select his own Masters (Captains) and Chief Officers. As first and second in command, respectively, these individuals have a direct responsibility to the shipowner.
4. Officer personnel not members of the MMP, must initiate membership in the Organization within 30 days after being hired by an employer in order to continue such employment or to be eligible for future employment.
5. The employer may waive the requirement of obtaining licensed officers from the MMP if the available position is to be filled by a licensed deck officer who has been employed by the company for at least 6 months within the preceding 2 years and who has not been employed by any other steamship company except as a relief mate (officer).
6. Any licensed deck officer who has been discharged for just cause without reversal of charges by grievance procedure, shall not be dispatched to the same employer for any future available position.
7. The employer shall have the unrestricted right to keep in continuous employment within its own fleet, any licensed deck officer provided such officer maintains membership in the MMP and the continued employment is mutually desired.
8. Each employing company shall adhere to the policy of promotion or demotion from within ranks of its licensed deck officers and seniority shall prevail unless necessary job qualifications take precedence.

National Marine Engineers' Beneficial Association (MEBA)

The employment procedures for marine engineers parallel those prescribed for deck officers. The 2 organizations, MMP and MEBA, complement one another in the formulation of procedures and practices of the industry in regard to the hiring of ships' officers. In reference to item 3 above, the MEBA accords the employer the right to select his own Chief Engineers and First Assistant Engineers because of the direct responsibility these individuals have to the shipowner.

American Radio Association (ARA)

1. The employer is obligated to procure Radio Officers from a list of unemployed ARA members registered at the nearest employment office of the Association.
2. Preference shall be given to the Radio Officer longest unemployed, who is qualified, competent, and satisfactory and who can present proof of previous employment aboard ships of one or more companies under contract to the ARA or proof of at least 2 years' employment as a Radio Officer on U. S. flag vessels not under contract to the Association.
3. Upon written agreement between the employer and the Association, transfer of a continuously employed Radio Officer between ships may be permitted.

Radio Officers Union of the Commercial Telegraphers Union (ROU)

1. In the event of vacancies, the employer agrees to notify the Union of the personnel requirements.
2. When members of the Union are to be hired, promoted, or transferred, the employer agrees to submit such proposals to the Union for clearance. The Union agrees to grant such clearance for the position to which the Radio Officer is to be assigned.

Marine Staff Officers, Office and Allied
Personnel. (MSOAP) STUNA, Pacific
District

1. The Association provides the employer with names, experience, and qualifications of members who are unemployed to permit the employer to give consideration to such members when hiring pursers personnel to fill vacancies.
2. Applicants selected for employment must make application for membership in the AMMSOA within 30 days after date of employment. The Association shall inform an employer in writing, upon the termination of any employee's membership in the Association before an employer shall discharge an employee.
3. Staff Officers shall be bonded in accordance with the established policy of the employer and shall be considered unqualified if application for bond is denied by any surety company.

Staff Officers Association of America (SOA)

1. Membership in the SOA shall be a condition of continued employment on and after the 30th day an employee is hired, and the company shall discharge any employee when notified in writing by the SOA, that such employee is not, or is no longer, a member in good standing.
2. Staff Officers shall be bonded in accordance with the established policy of the employer and shall be considered unqualified if application for bond is denied by any surety company.

National Maritime Union of America (NMU)

1. The employer agrees that it will procure all Unlicensed Personnel in the Deck, Engine, and Stewards Departments from the employment offices of the NMU.
2. In the hiring of unlicensed personnel, the employer will prefer and the Union will refer competent and dependable applicants in the following order of priority:

Group 1. Those certified as belonging to the "Regular Employment Pool" and employed as unlicensed seamen aboard any NMU contracted deep sea tanker, cargo or passenger ship during the 7-month period of June 1 through December 31, 1953.

Group 2. Those employed as unlicensed seamen aboard any NMU contracted ship prior to June 1, 1953, or since December 31, 1953. Group 2 applicants may not be referred for employment as long as applicants in Group 1 are available.

Group 3. Those employed as unlicensed seamen aboard any U. S. flag merchant ship not under contract to the NMU, since December 31, 1953. Group 3 applicants shall not be referred for employment as long as applicants in Groups 1 and 2 are available.

Group 4. Those who, upon application for employment, submit valid Coast Guard Documents or Merchant Mariners' identification but who have had no prior experience on U. S. flag merchant ships. Group 4 applicants shall not be referred for employment as long as applicants in Groups 1, 2, and 3 are available.

Seafarers' International Union of North
America (SIU)

1. The employer shall recognize the organization as the sole and exclusive bargaining representative for all unlicensed personnel.
2. The employer agrees that, as a condition of employment, all unlicensed personnel shall become members of the SIU within 31 days after being hired and shall remain members while employed aboard any vessels operated by steamship companies under contract to the SIU.
3. Assignments to jobs shall be made on the following seniority basis:

Class A. This classification shall be possessed by all seamen with ratings above Ordinary Seaman, Wiper, or Messman who have been regularly employed aboard ships under contract to the SIU during the period commencing prior to January 1, 1952, up to December 31, 1954.

Class B. This next highest classification shall be possessed by all

seamen (including Ordinary Seamen, Wipers, and Messmen) who have been regularly employed aboard ships under contract to the SIU during the period commencing prior or after January 1, 1951, through December 31, 1954, and who do not have a Class A seniority rating.

Class C. This next highest seniority classification shall be possessed by all unlicensed personnel who do not have a Class A or B seniority rating.

4. Unlicensed personnel possessing a Class B seniority rating shall be entitled to a Class A seniority rating after having been regularly employed for a period of 8 years aboard the ships of any employer under contract to the SIU.
5. Unlicensed personnel possessing a Class C seniority rating shall be entitled to a Class B seniority rating after having been regularly employed for a period of 2 years aboard the ships of any employer under contract to the SIU.

Sailors Union of the Pacific (SUP)

The SUP together with its affiliates for unlicensed personnel in the engine department and the stewards department follow employment procedures which vary slightly from one another, as follows:

(SUP)

1. The employer agrees when hiring personnel, to prefer applicants who have previously been employed as unlicensed members of the deck department on vessels of Pacific Coast steamship companies.
2. Applicants with 3 or more years of such employment shall have preference over applicants with less than 3 years of service.
3. The SUP agrees to furnish competent and dependable employees through the facilities of its employment offices.

Sailors Union of the Pacific (SUP)-Continued

(MFW)

1. The employer agrees to give preference of employment to unlicensed engine department personnel having attained seniority through employment during the period of October 1, 1953, to September 30, 1955, with any company under contract to the MFW, and those applicants who are thereafter employed by such companies for a period exceeding 6 months.

2. The employer agrees to secure all unlicensed engineering personnel from and through the offices of the MFW.

(MCS)

1. The employer agrees to secure all stewards department personnel through the hiring halls of the Marine Cooks and Stewards Union.

2. MCS agrees to furnish the employer with capable, competent, and physically fit personnel where and when required.

3. All personnel seeking employment must be capable and competent to the satisfaction of the employer.

4. No person shall be eligible to register for employment unless he has been eligible for hiring on Pacific Coast ships since October 1, 1952, and has sailed for at least 6 months in such employment.

SEAFARING EMPLOYMENT 1925-1958

Year	June 30	Year	June 30	Year	June 30
1925	56,750	1931	58,780	1937	59,150
1926	58,630	1932	54,000	1938	49,800
1927	61,430	1933	54,380	1939	52,000
1928	61,100	1934	55,100	1940	49,810
1929	64,480	1935	56,150	1941	51,280
1930	64,250	1936	57,200	1942	47,410

Year	Jan. 20	Feb. 20	Mar. 20	Apr. 20	May 20	June 20	July 20	Aug. 20	Sept. 20	Oct. 20	Nov. 20	Dec. 20
1943	52,890	57,820	61,380	65,490	69,150	75,000	80,000	85,000	89,340	92,660	92,780	100,070
1944	104,300	107,910	111,020	118,580	122,450	125,290	130,670	133,880	135,660	134,900	140,410	143,980
1945	143,010	147,690	152,320	155,040	159,210	158,860	162,590	164,390	168,070	163,070	165,260	165,550
1946	165,110	166,220	156,200	144,400	131,420	120,050	119,650	118,510	116,600	N.A.	N.A.	N.A.
1947	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	110,820

Year	Jan. 31	Feb. 28	Mar. 31	Apr. 30	May 31	June 30	July 31	Aug. 31	Sept. 30	Oct. 31	Nov. 30	Dec. 31
1948	N.A.	N.A.	92,265	N.A.	N.A.	80,250	N.A.	N.A.	76,760	N.A.	N.A.	72,985
1949	N.A.	N.A.	74,450	N.A.	N.A.	71,970	N.A.	N.A.	63,640	N.A.	N.A.	62,115
1950	N.A.	N.A.	61,200	N.A.	N.A.	61,550	N.A.	N.A.	66,900	N.A.	N.A.	68,050
1951	72,800	75,750	78,850	80,850	82,400	84,300	86,600	89,100	91,000	93,950	96,350	97,630
1952	99,700	98,900	97,550	92,850	83,000	76,650	74,500	72,350	71,750	71,750	70,950	70,850
1953	70,850	70,700	71,500	72,150	72,100	72,750	72,400	71,550	69,900	67,900	66,700	66,350
1954	65,600	65,450	65,250	64,350	64,250	63,850	63,500	63,200	62,100	61,100	60,100	58,600
1955	56,838	56,969	56,967	56,633	57,134	57,507	57,436	57,947	57,702	56,948	55,947	56,329
1956	56,257	56,431	56,294	56,673	56,834	57,192	57,073	57,476	57,116	57,621	56,552	58,185
1957	58,621	59,524	60,684	60,764	61,059	61,049	60,025	58,768	56,036	56,013	54,155	53,537
1958	53,017	53,073	52,941	51,846	51,430	51,515	54,322	49,864	51,224	51,782	51,761	51,640

Note: Excludes civilian seamen manning M.S.T.S. ships employed under Civil Service regulations and M.S.T.S. contract tankers operated by private companies employing civilian seamen.

N.A. - Not Available.

SEAFARING EMPLOYMENT POTENTIAL
JOB DISTRIBUTION BY RATINGS--OFFICERS AND UNLICENSED PERSONNEL ABOARD ACTIVE SHIPS
AS OF JANUARY 1, 1959

Job Distribution	Type Of Ship				
	Passenger	Dry Cargo	Refrigerated	Tankers	Total
Number of Ships	40	598	18	303	959
Masters	40	598	18	303	959
Executive Officers	9	-	-	-	9
Deck Officers (Mates)	201	2,212	66	1,160	3,639
Radio Officers	146	598	18	297	1,059
Deck Yeomen	13	-	-	-	13
Bosun and Bosun's Mates	75	598	18	285	976
Carpenters and Carpenter's Mates	57	252	9	-	318
Quartermasters	130	6	-	93	229
Master at Arms	22	-	-	-	22
Fire Watchmen	90	-	-	-	90
Deck Storekeepers	28	-	-	-	28
Able Seamen/Deck Maintenance	514	4,777	150	2,525	7,966
Ordinary Seamen	197	1,853	54	897	3,001
<u>Deck Department Totals:</u>	<u>1,522</u>	<u>10,894</u>	<u>333</u>	<u>5,560</u>	<u>18,309</u>
Pursers and Clerks	225	253	18	54	550
Medical Staff Personnel	99	-	-	-	99
Concessionaires a/	330	-	-	-	330
<u>Staff Department Totals:</u>	<u>654</u>	<u>253</u>	<u>18</u>	<u>54</u>	<u>979</u>
Chief Engineers	40	598	18	303	959
Executive Engineers	5	-	-	-	5
Assistant Engineers	239	2,763	69	1,428	4,499
Electrical Engineers	5	-	-	-	5
Licensee' Junior Engineers	120	162	-	56	338
Unlicensed Junior Engineers	41	114	27	14	196
Refrigeration Engineers	66	115	54	-	235
Electricians	145	960	36	74	1,215
Engine Dept. Yeomen	13	-	-	-	13
Engine Storekeepers	29	-	-	18	47
Machinists	-	-	-	82	82
Plumber/Machinists	56	11	-	-	67
Machinists/2nd Pumpmen	-	-	-	24	24
Maintenance/2nd Pumpmen	-	-	-	47	47
Pumpmen	-	-	-	509	509
Engine Maintenance/Utility	79	382	6	-	467
Refrigeration Oilers	21	126	36	-	183
Oilers	170	1,798	54	898	2,920
Firemen	81	-	-	-	81
Firemen/Water Tenders	144	1,844	54	882	2,924
Wipers	168	1,699	54	888	2,809
<u>Engine Department Totals:</u>	<u>1,422</u>	<u>10,572</u>	<u>408</u>	<u>5,223</u>	<u>17,625</u>
<u>Carried Forward:</u>	<u>3,598</u>	<u>21,719</u>	<u>759</u>	<u>10,837</u>	<u>36,913</u>

SEAFARING EMPLOYMENT POTENTIAL
JOB DISTRIBUTION BY RATINGS--OFFICERS AND UNLICENSED PERSONNEL ABOARD ACTIVE SHIPS
AS OF JANUARY 1, 1959--Continued

Job Distribution	Type Of Ship				
	Passenger	Dry Cargo	Refrigerated	Tankers	Total
Number of Ships	40	598	18	303	959
<u>Carried Forward:</u>	<u>3,598</u>	<u>21,719</u>	<u>759</u>	<u>10,837</u>	<u>36,913</u>
Chief Stewards <u>b/</u>	54	598	18	286	956
Assistant Stewards	91	-	-	-	91
Stewards Yeomen	30	-	-	-	30
Storekeepers	77	-	-	-	77
Linenkeepers	45	-	-	-	45
Laundrymen	86	-	-	-	86
Public Room Stewards	166	-	-	-	166
Deck Stewards	82	-	-	-	82
Room Stewards	532	-	-	-	532
Bath Stewards	17	-	-	-	17
Bartenders	105	-	-	-	105
Printers	40	-	-	-	40
Stewardesses <u>c/</u>	183	-	-	-	183
Telephone Operators	28	-	-	-	28
Elevator Operators	40	-	-	-	40
Bellboys	201	-	-	-	201
Night Stewards	87	-	-	-	87
Officer's Stewards	111	-	-	-	111
Crew Stewards <u>d/</u>	109	-	-	-	109
Headwaiters <u>e/</u>	58	-	-	-	58
Waiters	794	-	-	-	794
Waitresses	284	-	-	-	284
Messmen	318	-	-	-	318
Messmen/Utilitymen	-	3,617	117	1,898	5,632
Porters/Utilitymen	470	-	-	-	470
Miscellaneous Ratings <u>f/</u>	54	-	-	-	54
<u>Catering Department Totals:</u>	<u>4,062</u>	<u>4,215</u>	<u>135</u>	<u>2,184</u>	<u>10,596</u>
Chefs <u>g/</u>	62	-	-	-	62
Chef's Yeomen	9	-	-	-	9
Cooks	290	598	18	320	1,226
Assistant Cooks	155	595	18	119	887
Second Cooks/Bakers	-	595	18	303	916
Confectioners	33	-	-	-	33
Bakers and Assistants	135	-	-	-	135
Butchers and Assistants	95	-	-	-	95
Pantrymen	273	-	-	-	273
Silver and Glass Men	24	-	-	-	24
Galley Utilitymen	471	-	-	-	471
<u>Galley Staff Totals:</u>	<u>1,547</u>	<u>1,788</u>	<u>54</u>	<u>742</u>	<u>4,131</u>
<u>Steward's Department Totals:</u>	<u>5,609</u>	<u>6,003</u>	<u>189</u>	<u>2,926</u>	<u>14,727</u>
<u>Grand Totals:</u>	<u>9,207</u>	<u>27,722</u>	<u>948</u>	<u>13,763</u>	<u>51,640</u>

Footnotes: a/ Includes Shop Attendants, barbers, beauticians, valets, photographers, musicians, entertainers, etc.
b/ Includes Chief Stewards in various passenger classes.
c/ Includes Children's Nurses and Matrons.
d/ Includes Crew Chief Stewards.
e/ Includes Wine Stewards.
f/ Includes Gym and Pool Attendants, kennelmasters, locksmiths, upholsterers, etc.
g/ Includes Sous Chefs and Assistant Chefs.

ESTIMATE OF CIVILIAN SEAFARING JOB POTENTIAL BY COLLECTIVE BARGAINING GROUPS, AS OF DECEMBER 31, 1958

(Excludes professionally licensed medical personnel, concessionaires, musicians and cadets in training)

TYPE/NAME	CLASSIFICATION	NUMBER OF SHIPS	SHIP COMPLEMENT			UNLIC. RATINGS	LICENSED PERSONNEL BY BARGAINING GROUPS																UNLICENSED PERSONNEL BY BARGAINING GROUPS				TOTAL PERSONNEL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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C2	199	5	6	1	8/	35	980	15	-	1128	18	48	-	95	104	-	23	79	3	16	2509	4165	2170	630	-	6965	9474
C3	126	5	7	1	8/	38	540	90	-	588	126	168	-	90	36	-	40	18	18	-	1714	2052	1102	1634	-	4788	6502
C3-S-DX1	1	5	8	1	1	37	5	-	-	8	-	-	-	1	-	-	1	-	-	-	15	-	-	37	-	37	52
C4-S-A4/B5	9	5	6	1	-	36	45	-	-	54	-	-	-	7	2	-	-	-	-	-	108	180	108	36	-	324	432
Mariners	23	5	8	1	1	41	115	-	-	184	-	-	-	15	8	-	15	8	-	-	345	328	-	615	-	943	1288
C5-S-AX1	2	4	5	1	-	33	8	-	-	10	-	-	-	-	2	-	-	-	-	-	20	66	-	-	-	66	86
Misc. Types	13	5	5	1	-	33	65	-	-	65	-	-	-	4	9	-	-	-	-	-	143	66	231	132	-	429	572
R1-S-DH1	6	4	4	1	1	35	-	24	-	-	24	-	-	-	-	-	6	-	6	-	60	210	-	-	-	210	270
R2-ST-AU1	9	4	5	1	1	43	-	36	-	-	45	-	-	-	-	-	9	-	9	-	99	387	-	-	-	387	486
R2-S-BV1	3	5	6	1	1	42	15	-	-	18	-	-	-	3	-	-	3	-	-	-	39	-	-	126	-	126	165
T1-M-A1	4	4	4	1	-	23	-	-	16	-	-	-	-	16	-	-	4	-	-	-	36	-	-	-	92	92	128
T1-M-BT1/2	4	4	4	1	-	25	-	-	16	-	-	-	-	16	-	3	1	-	-	-	36	-	-	50	50	100	136
T2/T2A	3	5	5	1	-	32	5	-	10	5	-	-	10	1	1	1	-	-	-	-	33	64	-	-	32	96	129
T2-SE-A1	149	5	6	1	8/	33	375	-	370	450	-	444	61	59	29	-	-	-	5	-	1793	3234	660	297	726	4917	6710
T3-S-A1	21	5	5	1	-	33	45	5	55	45	5	-	55	8	11	2	-	-	-	-	231	297	33	99	264	693	924
T4-SE-39a	1	5	5	1	1	32	5	-	-	5	-	-	-	-	1	-	-	-	1	-	12	32	-	-	-	32	44
T5-S-12b	2	5	5	1	1	32	10	-	-	10	-	-	-	2	-	-	-	-	2	-	24	-	64	-	-	64	88
C1-M-AV1	1	4	5	1	-	27	4	-	-	5	-	-	-	1	-	-	-	-	-	-	10	-	27	-	-	27	37
C1-A	1	3	4	1	1	27	3	-	-	4	-	-	-	-	1	-	-	-	1	-	9	27	-	-	-	27	36
C4-S-A5	1	5	5	1	-	32	5	-	-	5	-	-	-	1	-	-	-	-	-	-	11	-	-	32	-	32	43
Super	27	5	5	1	8/	34	40	-	95	35	-	5	95	7	8	12	-	-	4	-	301	306	170	34	408	918	1219
Misc. Types	89	5	5	1	8/	32	185	-	260	170	-	-	275	31	18	40	-	-	-	-	996	1088	256	416	1088	2848	3844
COMMERCIAL SHIP TOTAL:	959	-	-	-	-	-	3652	227	822	4088	298	319	911	586	372	107	170	237	75	77	11941	20548	7694	7883	2660	38785	50726
CONTRACT TANKERS (NSTS)	1	4	4	1	-	33	4	-	-	4	-	-	-	-	1	-	-	-	-	-	9	24	-	-	-	24	33
	24	5	5	1	8/	34	120	-	-	120	-	-	-	-	24	-	-	-	16	-	280	544	-	272	-	816	1096
T5-S-12b	3	5	5	1	1	32	15	-	-	15	-	-	-	-	3	-	-	-	3	-	36	96	-	-	-	96	132
NSTS TOTAL:	28	-	-	-	-	-	139	-	-	139	-	-	-	-	-	28	-	-	-	19	325	664	-	272	-	936	1261
GRAND TOTAL:	987	-	-	-	-	-	3791	227	822	4227	298	319	911	586	400	107	170	237	75	96	12266	21212	7694	8155	2660	39721	51987

a/ Purser rating not carried on all ships.

b/ Includes MFOW and MCS.

BASIC WAGES AND CREW COMPLEMENT FOR A TYPICAL CLASS "B" FREIGHT SHIP¹
ATLANTIC AND GULF COASTS 1949-1959

	January 1, 1949		January 1, 1950		January 1, 1951		January 1, 1952		January 1, 1953	
	Per Rating	Total	Per Rating	Total	Per Rating	Total	Per Rating	Total	Per Rating	Total
Crew Complement										
Deck Department										
1 Master	\$721.70	\$721.70	\$732.96	\$732.96	\$787.70	\$787.70	\$833.00	\$833.00	\$957.75	\$957.75
1 Chief Officer	443.67	443.67	450.59	450.59	487.32	487.32	515.50	515.50	592.69	592.69
1 Second Officer	390.43	390.43	396.52	396.52	429.80	429.80	454.50	454.50	522.56	522.56
1 Third Officer	359.67	359.67	365.28	365.28	396.56	396.56	419.00	419.00	481.75	481.75
1 Fourth Officer	328.91	328.91	334.04	334.04	353.33	353.33	384.00	384.00	441.50	441.50
1 Radio Officer	323.51	323.51	323.51	323.51	352.13	352.13	411.66	411.66	501.71	501.71
1 Purser/Pharmacist Mate	330.00	330.00	330.00	330.00	361.85	361.85	420.00	420.00	482.90	482.90
1 Bosun	288.94	288.94	288.94	288.94	315.35	315.35	363.73	363.73	378.00	378.00
2 Deck Maintenancemen	237.84	475.68	237.84	475.68	260.99	521.98	306.21	612.42	330.75	661.50
6 Able Bodied Seamen	226.01	1,356.06	226.01	1,356.06	248.41	1,490.46	262.89	1,577.34	302.32	1,813.92
3 Ordinary Seamen	193.47	580.41	193.47	580.41	213.79	641.37	226.26	678.78	239.40	718.20
Total		<u>5,598.98</u>		<u>5,633.99</u>		<u>6,177.85</u>		<u>6,669.93</u>		<u>7,552.48</u>
Engine Department										
1 Chief Engineer	664.47	664.47	664.47	664.47	714.84	714.84	756.51	756.51	869.80	869.80
1 1st. Assistant Engineer	450.59	450.59	450.59	450.59	487.32	487.32	515.72	515.72	592.95	592.95
1 2nd. Assistant Engineer	396.52	396.52	396.52	396.52	429.80	429.80	454.85	454.85	522.96	522.96
1 3rd. Assistant Engineer	365.28	365.28	365.28	365.28	396.56	396.56	419.68	419.68	482.53	482.53
2 Jr. 3rd. Assistant Engineers	334.04	668.08	334.04	668.08	363.33	726.66	384.51	769.02	442.09	884.18
1 Chief Electrician	364.43	364.43	364.43	364.43	395.66	395.66	448.72	448.72	470.99	470.99
1 2nd. Electrician	285.16	285.16	285.16	285.16	311.33	311.33	404.02	404.02	438.76	438.76
1 Engine Maintenanceman	258.54	258.54	258.54	258.54	283.01	283.01	329.51	329.51	345.96	345.96
3 Oilers	226.01	678.03	226.01	678.03	248.41	745.23	262.89	788.67	302.32	906.96
3 Firemen/Water tenders	226.01	678.03	226.01	678.03	248.41	745.23	262.89	788.67	302.32	906.96
3 Wipers	223.05	669.15	223.05	669.15	245.26	735.78	274.56	823.68	288.53	865.59
Total		<u>5,478.28</u>		<u>5,478.28</u>		<u>5,971.42</u>		<u>6,499.05</u>		<u>7,287.64</u>
Stewards Department										
1 Chief Steward	281.75	281.75	281.75	281.75	307.70	307.70	325.63	325.63	368.16	368.16
1 Chief Cook	258.54	258.54	258.54	258.54	283.01	283.01	299.51	299.51	340.74	340.74
1 Cook & Baker	234.88	234.88	234.88	234.88	257.84	257.84	299.50	299.50	340.73	340.73
1 Assistant Cook	223.05	223.05	223.05	223.05	245.26	245.26	268.49	268.49	298.49	298.49
6 Messmen/Utilitymen	193.47	1,160.82	193.47	1,160.82	213.79	1,282.74	226.26	1,357.56	237.57	1,425.42
Total		<u>2,159.04</u>		<u>2,159.04</u>		<u>2,376.55</u>		<u>2,580.69</u>		<u>2,773.54</u>
47 Total Crew Complement										
Sub-Total Basic Wages		13,236.30		13,271.31		14,525.82		15,749.67		17,613.66
Non-Watchstanders Pay 2/		179.00 3/		181.20 4/		192.76 5/		297.60 6/		410.76 7/
Total Basic Monthly Wages		<u>13,415.30</u>		<u>13,452.51</u>		<u>14,718.58</u>		<u>16,047.27</u>		<u>18,024.42</u>

BASIC WAGES AND CREW COMPLEMENT FOR A TYPICAL CLASS "B" FREIGHT SHIP
ATLANTIC AND GULF COASTS 1949-1959--Continued

	January 1, 1954			January 1, 1955			January 1, 1956			January 1, 1957			January 1, 1958			January 1, 1959		
	Monthly		Per Rating	Monthly		Per Rating	Monthly		Per Rating	Monthly		Per Rating	Monthly		Per Rating	Monthly		Per Rating
Crew Complement	Total	Per Rating		Total	Per Rating		Total	Per Rating		Total	Per Rating		Total	Per Rating		Total	Per Rating	
Deck Department																		
1 Master	\$1,015.22	\$1,015.22		\$1,015.22	\$1,015.22		\$1,015.22	\$1,015.22		\$1,092.91	\$1,092.91		\$1,158.49	\$1,158.49		\$1,158.49	\$1,158.49	
1 Chief Officer	628.85	628.85		628.85	628.85		628.85	628.85		670.14	670.14		710.35	710.35		710.35	710.35	
1 Second Officer	553.91	553.91		553.91	553.91		553.91	553.91		591.34	591.34		626.82	626.82		626.82	626.82	
1 Third Officer	510.66	510.66		510.66	510.66		510.66	510.66		545.50	545.50		578.23	578.23		578.23	578.23	
1 Fourth Officer	467.99	467.99		467.99	467.99		467.99	467.99		506.27	506.27		530.29	530.29		530.29	530.29	
1 Radio Officer	501.71	501.71		501.71	501.71		501.71	501.71		536.83	536.83		569.04	569.04		569.04	569.04	
1 Purser/Pharmacist Mate	511.87	511.87		511.87	511.87		511.87	511.87		547.70	547.70		580.56	580.56		580.56	580.56	
1 Boatswain	400.68	400.68		400.68	400.68		400.68	400.68		445.92	445.92		472.68	472.68		472.68	472.68	
2 Deck Maintenancemen	343.98	343.98		343.98	343.98		343.98	343.98		375.22	375.22		397.73	397.73		397.73	397.73	
6 Able Bodied Seamen	314.41	1,886.46		314.41	1,886.46		314.41	1,886.46		333.27	1,999.62		353.27	2,119.62		353.27	2,119.62	
3 Ordinary Seamen	244.19	732.57		244.19	732.57		244.19	732.57		258.84	776.52		274.37	823.11		274.37	823.11	
Total																		
Engine Department																		
1 Chief Engineer	921.99	921.99		921.99	921.99		921.99	921.99		993.21	993.21		1,052.80	1,052.80		1,052.80	1,052.80	
1 1st. Assistant Engineer	628.53	628.53		628.53	628.53		628.53	628.53		670.44	670.44		710.67	710.67		710.67	710.67	
1 2nd. Assistant Engineer	554.34	554.34		554.34	554.34		554.34	554.34		591.80	591.80		627.31	627.31		627.31	627.31	
1 3rd. Assistant Engineer	511.48	511.48		511.48	511.48		511.48	511.48		546.37	546.37		579.15	579.15		579.15	579.15	
2 Jr. 3rd. Assistant Engineers	468.62	937.24		468.62	937.24		468.62	937.24		500.93	1,001.86		530.99	1,061.98		530.99	1,061.98	
1 Chief Electrician	499.25	499.25		499.25	499.25		499.25	499.25		529.21	529.21		560.96	560.96		560.96	560.96	
1 2nd. Electrician	465.09	465.09		465.09	465.09		465.09	465.09		493.00	493.00		522.58	522.58		522.58	522.58	
1 Engine Maintenanceman	366.72	366.72		366.72	366.72		366.72	366.72		388.72	388.72		412.04	412.04		412.04	412.04	
3 Oilers	314.41	943.23		314.41	943.23		314.41	943.23		333.27	999.81		353.27	1,059.81		353.27	1,059.81	
3 Firemen/Watertenders	314.41	943.23		314.41	943.23		314.41	943.23		333.27	999.81		353.27	1,059.81		353.27	1,059.81	
3 Wipers	294.30	882.90		294.30	882.90		294.30	882.90		311.96	935.88		330.68	992.04		330.68	992.04	
Total																		
Stewards Department																		
1 Chief Steward	390.25	390.25		390.25	390.25		390.25	390.25		434.87	434.87		460.96	460.96		460.96	460.96	
1 Chief Cook	361.18	361.18		361.18	361.18		361.18	361.18		393.45	393.45		417.06	417.06		417.06	417.06	
1 Cook & Baker	361.17	361.17		361.17	361.17		361.17	361.17		382.80	382.80		405.81	405.81		405.81	405.81	
1 Assistant Cook	310.43	310.43		310.43	310.43		310.43	310.43		329.06	329.06		348.80	348.80		348.80	348.80	
6 Messmen/Utilitymen	242.52	1,453.92		242.52	1,453.92		242.52	1,453.92		256.86	1,541.16		272.27	1,633.62		272.27	1,633.62	
Total																		
47 Total Crew Complement																		
Sub-Total Basic Wages																		
Non-Watertenders Pay 2/																		
Total Basic Wages																		

1/ For negotiating union agreements, ships are designated by Power-Tonnage, Class "B" includes C2 and C3 types.
2/ In addition to the basic monthly wages, there shall be paid to each Master, Licensed Officer, Chief Engineer and Assistant Engineer who does not stand watch, and whose normal hours of work at sea are 40 hours per week, an additional sum per month.
3/ An additional sum of \$44.20 is paid to the Master and Chief Officer; \$45.30 is paid to the Chief Engineer and 1st. Assistant Engineer.
4/ An additional sum of \$45.30 is paid to the Master, Chief Officer, Chief Engineer and 1st. Assistant Engineer.
5/ An additional sum of \$48.19 is paid to the Master, Chief Officer, Chief Engineer and 1st. Assistant Engineer.
6/ An additional sum of \$51.00 is paid to the Master and Chief Officer and \$97.80 is paid to the Chief Engineer and 1st. Assistant Engineer.
7/ An additional sum of \$102.69 is paid to the Master, Chief Officer, Chief Engineer and 1st. Assistant Engineer.
8/ An additional sum of \$108.85 is paid to the Master, Chief Officer, Chief Engineer and 1st. Assistant Engineer.
9/ An additional sum of \$115.38 is paid to the Master, Chief Officer, Chief Engineer and 1st. Assistant Engineer.
10/ An additional sum of \$122.30 is paid to the Master, Chief Officer, Chief Engineer and 1st. Assistant Engineer.
Source: Union Collective Bargaining Agreements; Records of the Labor Data Branch, Statistics & Special Studies Office, Maritime Administration.

BASIC WAGES AND CREW COMPLEMENT FOR A TYPICAL CLASS "B" FREIGHT SHIP¹
PACIFIC COAST 1949-1959

	January 1, 1949			January 1, 1950			January 1, 1951			January 1, 1952			January 1, 1953			January 1, 1954		
	Per Rating	Total	Monthly	Per Rating	Total	Monthly	Per Rating	Total	Monthly	Per Rating	Total	Monthly	Per Rating	Total	Monthly	Per Rating	Total	Monthly
Crew Complement																		
Deck Department																		
1 Master	\$721.65	\$ 721.65		\$732.91	\$ 732.91		\$787.50	\$ 787.50		\$833.00	\$ 833.00		\$874.65	\$ 874.65		\$1,015.22	\$ 1,015.22	
1 Chief Officer	443.64	443.64		450.56	450.56		487.50	487.50		515.50	515.50		541.28	541.28		628.47	628.47	
1 Second Officer	390.40	390.40		396.49	396.49		430.00	430.00		454.50	454.50		477.23	477.23		554.30	554.30	
1 Third Officer	359.64	359.64		365.25	365.25		396.50	396.50		419.00	419.00		439.95	439.95		511.44	511.44	
1 Fourth Officer	328.88	328.88		334.01	334.01		363.50	363.50		384.00	384.00		403.20	403.20		468.56	468.56	
1 Purser/Pharmacist Mate	330.00	330.00		330.00	330.00		361.85	361.85		420.00	420.00		482.90	482.90		511.87	511.87	
1 Radio Officer	323.41	323.41		330.91	330.91		352.02	352.02		411.52	411.52		432.10	432.10		501.53	501.53	
1 Bosun	290.00	290.00		290.00	290.00		316.50	316.50		360.00	360.00		378.00	378.00		378.00	378.00	
2 Deck Maintenancemen	250.00	500.00		250.00	500.00		274.00	548.00		315.00	630.00		330.75	661.50		331.00	662.00	
6 Able Bodied Seamen	226.00	1,356.00		226.00	1,356.00		248.50	1,491.00		288.00	1,728.00		302.40	1,814.40		302.00	1,812.00	
3 Ordinary Seamen	186.00	558.00		186.00	558.00		206.00	618.00		228.00	684.00		239.40	718.20		239.00	717.00	
Total		5,601.62			5,644.13			6,152.37			6,839.52			7,423.41			7,760.39	
Engine Department																		
1 Chief Engineer	654.23	654.23		664.44	664.44		714.81	714.81		756.57	756.57		869.75	869.75		921.94	921.94	
1 1st. Assistant Engineer	443.64	443.64		450.56	450.56		487.28	487.28		515.68	515.68		592.90	592.90		628.47	628.47	
1 2nd. Assistant Engineer	390.40	390.40		396.49	396.49		429.76	429.76		454.81	454.81		522.92	522.92		554.30	554.30	
1 3rd. Assistant Engineer	328.88	328.88		334.01	334.01		363.50	363.50		419.64	419.64		482.49	482.49		511.44	511.44	
2 Jr. 3rd. Assistant Engineers	364.43	728.86		371.93	743.86		395.50	791.00		448.56	897.12		470.99	941.98		470.99	941.98	
1 Chief Electrician	337.22	337.22		344.72	344.72		366.50	366.50		417.87	417.87		438.76	438.76		438.76	438.76	
1 2nd. Electrician	258.54	258.54		266.04	266.04		283.00	283.00		329.49	329.49		345.96	345.96		345.96	345.96	
3 Oilers	226.01	678.03		233.51	700.53		248.50	745.50		262.98	788.94		302.40	907.20		302.40	907.20	
3 Firemen-Watertenders	226.01	678.03		233.51	700.53		248.50	745.50		262.98	788.94		302.40	907.20		302.40	907.20	
3 Wipers	223.05	669.15		230.55	691.65		245.50	736.50		274.79	824.37		288.53	865.59		288.53	865.59	
Total		5,491.07			5,620.16			6,027.48			6,513.81			7,287.84			7,488.97	
Stewards Department																		
1 Chief Steward	286.29	286.29		293.79	293.79		312.50	312.50		330.71	330.71		330.71	330.71		347.25	347.25	
1 Chief Cook	258.54	258.54		266.04	266.04		283.00	283.00		299.49	299.49		299.49	299.49		314.46	314.46	
1 Cook & Baker	234.88	234.88		242.38	242.38		258.00	258.00		273.03	273.03		273.03	273.03		286.68	286.68	
1 Assistant Cook	228.96	228.96		236.46	236.46		251.50	251.50		266.16	266.16		266.16	266.16		279.47	279.47	
6 Messmen/Utilitymen	193.47	1,160.82		200.97	1,205.82		214.00	1,284.00		226.46	1,358.76		226.46	1,358.76		237.78	1,426.68	
Total		2,169.49			2,244.49			2,389.00			2,528.15			2,528.15			2,654.54	
47 Total Crew Complement																		
Sub-Total Basic Wages		13,262.18			13,508.78			14,568.85			15,881.48			17,239.40			17,903.90	
Non-Watchstandere Pay 2/		176.80 3/		181.20 4/			192.76 5/			298.46 6/			401.86 7/			435.40 8/		
Total Basic Monthly Wages		13,438.98			13,689.98			14,761.61			16,179.94			17,641.26			18,339.30	

BASIC WAGES AND CREW COMPLIMENT FOR A TYPICAL CLASS "B" FREIGHT SHIP¹
PACIFIC COAST 1949-1959--Continued

	January 1, 1955			January 1, 1956			January 1, 1957			January 1, 1958			January 1, 1959		
	Monthly		Per Rating	Monthly		Per Rating	Monthly		Per Rating	Monthly		Per Rating	Monthly		Per Rating
Crew Complement	Total	Per Rating		Total	Per Rating		Total	Per Rating		Total	Per Rating		Total	Per Rating	
Deck Department															
1 Master	\$ 1,015.22	628.47	\$ 1,015.22	\$ 1,015.22	628.47	\$ 1,015.22	\$ 1,092.91	670.38	\$ 1,092.91	\$ 1,158.48	710.60	\$ 1,158.48	\$ 1,158.48	710.60	\$ 1,158.48
1 Chief Officer	554.30	554.30	554.30	554.30	554.30	554.30	591.76	591.76	591.76	627.27	627.27	627.27	627.27	627.27	627.27
1 Second Officer	511.44	511.44	511.44	511.44	511.44	511.44	546.32	546.32	546.32	579.10	579.10	579.10	579.10	579.10	579.10
1 Third Officer	468.56	468.56	468.56	468.56	468.56	468.56	500.87	500.87	500.87	530.92	530.92	530.92	530.92	530.92	530.92
1 Fourth Officer	511.87	511.87	511.87	511.87	511.87	511.87	548.00	548.00	548.00	580.88	580.88	580.88	580.88	580.88	580.88
1 Purser/Pharmacist Mate	501.53	501.53	501.53	501.53	501.53	501.53	536.83	536.83	536.83	569.04	569.04	569.04	569.04	569.04	569.04
1 Radio Officer	378.00	378.00	378.00	378.00	378.00	378.00	487.00	487.00	487.00	514.00	514.00	514.00	514.00	514.00	514.00
1 Bosun	331.00	331.00	331.00	331.00	331.00	331.00	428.00	428.00	428.00	451.50	451.50	451.50	451.50	451.50	451.50
2 Deck Maintenancemen	302.00	302.00	302.00	302.00	302.00	302.00	453.00	453.00	453.00	478.00	478.00	478.00	478.00	478.00	478.00
6 Able Bodied Seamen	239.00	239.00	239.00	239.00	239.00	239.00	359.00	359.00	359.00	379.00	379.00	379.00	379.00	379.00	379.00
3 Ordinary Seamen															
Total	7,760.39			8,989.39			9,625.07			10,178.29			10,273.29		
Engine Department															
1 Chief Engineer	921.94	921.94	921.94	921.94	921.94	921.94	993.16	993.16	993.16	1,052.75	1,052.75	1,052.75	1,052.75	1,052.75	1,052.75
1 1st. Assistant Engineer	628.47	628.47	628.47	628.47	628.47	628.47	670.38	670.38	670.38	710.60	710.60	710.60	710.60	710.60	710.60
1 2nd. Assistant Engineer	554.30	554.30	554.30	554.30	554.30	554.30	591.76	591.76	591.76	627.27	627.27	627.27	627.27	627.27	627.27
1 3rd. Assistant Engineer	511.44	511.44	511.44	511.44	511.44	511.44	546.32	546.32	546.32	579.10	579.10	579.10	579.10	579.10	579.10
2 Jr. 3rd. Assistant Engineers	468.56	468.56	468.56	468.56	468.56	468.56	500.87	500.87	500.87	530.92	530.92	530.92	530.92	530.92	530.92
1 Chief Electrician	470.99	470.99	470.99	470.99	470.99	470.99	531.00	531.00	531.00	560.00	560.00	560.00	560.00	560.00	560.00
1 2nd. Electrician	438.76	438.76	438.76	438.76	438.76	438.76	497.00	497.00	497.00	524.50	524.50	524.50	524.50	524.50	524.50
1 Engine Maintenanceman	345.96	345.96	345.96	345.96	345.96	345.96	412.00	412.00	412.00	434.50	434.50	434.50	434.50	434.50	434.50
3 Oilers	302.40	302.40	302.40	302.40	302.40	302.40	350.50	350.50	350.50	370.00	370.00	370.00	370.00	370.00	370.00
3 Firemen-Watertenders	302.40	302.40	302.40	302.40	302.40	302.40	350.50	350.50	350.50	370.00	370.00	370.00	370.00	370.00	370.00
3 Wipers	288.53	288.53	288.53	288.53	288.53	288.53	336.00	336.00	336.00	354.50	354.50	354.50	354.50	354.50	354.50
Total	7,488.97			7,805.27			8,354.36			8,834.06			8,834.06		
Stewards Department															
1 Chief Steward	347.25	347.25	347.25	347.25	347.25	347.25	539.00	539.00	539.00	568.50	568.50	568.50	568.50	568.50	568.50
1 Chief Cook	314.46	314.46	314.46	314.46	314.46	314.46	506.00	506.00	506.00	534.00	534.00	534.00	534.00	534.00	534.00
1 Cook & Baker	286.68	286.68	286.68	286.68	286.68	286.68	474.00	474.00	474.00	500.00	500.00	500.00	500.00	500.00	500.00
1 Assistant Cook	279.47	279.47	279.47	279.47	279.47	279.47	474.00	474.00	474.00	500.00	500.00	500.00	500.00	500.00	500.00
6 Messmen/Utilitymen	237.78	237.78	237.78	237.78	237.78	237.78	359.00	359.00	359.00	379.00	379.00	379.00	379.00	379.00	379.00
Total	2,654.54			3,872.00			4,147.00			4,376.50			4,376.50		
47 Total Crew Complement															
Sub-Total Basic Wages	17,903.90			20,666.66			22,126.43			23,388.85			23,483.85		
Non-Matchtenders Pay 2/	435.40			435.40			461.52			489.20			489.20		
Total Basic Monthly Wages	18,339.30			21,102.06			22,587.95			23,878.05			23,973.05		

- 1/ For negotiating union agreements, ships are designated by power-tonnage, class "B" includes C2 and C3 types.
- 2/ In addition to the basic monthly wages, there shall be paid to each Master, licensed Officer, Chief Engineer and Assistant Engineer who does not stand watch and whose normal hours of work at sea are 40 hours per week, an additional sum per month.
- 3/ An additional sum of \$44.20 is paid to the Master, Chief Officer, Chief Engineer and 1st. Assistant Engineer.
- 4/ An additional sum of \$45.30 is paid to the Master, Chief Officer, Chief Engineer and 1st. Assistant Engineer.
- 5/ An additional sum of \$48.19 per month is paid to the Master, Chief Mate, Chief Engineer and 1st. Assistant Engineer.
- 6/ An additional sum of \$51.00 is paid to the Master, Chief Officer and \$98.24 per month is paid to the Chief Engineer and 1st. Assistant Engineer.
- 7/ An additional sum of \$98.24 is paid to the Master, Chief Officer and \$102.69 is paid to the Chief Engineer and 1st. Assistant Engineer.
- 8/ An additional sum of \$108.85 is paid to the Master, Chief Officer, Chief Engineer and 1st. Assistant Engineer.
- 9/ An additional sum of \$115.38 is paid to the Master, Chief Officer, Chief Engineer and 1st. Assistant Engineer.
- 10/ An additional sum of \$122.30 is paid to the Master, Chief Officer, Chief Engineer and 1st. Assistant Engineer.

Source: Union Collective Bargaining Agreements; Records of the Labor Data Branch, Statistics & Special Studies Office, Maritime Administration.

HOURLY OVERTIME, PENALTY TIME AND NON-WATCHSTANDERS PAY RATES
AS OF JANUARY 1

Year	Atlantic & Gulf Coasts			Pacific Coast		
	Overtime Rate	Penalty Rate	Non-Watchstanders* Pay Rate	Overtime Rate	Penalty Rate	Non-Watchstanders* Pay Rate
<u>MMP - Deck Officers</u>						
1947	\$1.60	\$ -	\$ 35.00	\$1.60	\$ -	\$ 35.00
1948	1.60	-	35.00	1.60	-	35.00
1949	1.70	-	44.20	1.71	-	44.20
1950	1.74	-	45.30	1.75	-	45.30
1951	1.85	-	48.19	1.86	-	48.19
1952	2.95	1.97	51.00	2.95	1.97	51.00
1953	3.10	2.07	102.69	2.95	1.97	98.24
1954	3.29	2.19	108.85	3.29	2.19	108.85
1955	3.29	2.19	108.85	3.29	2.19	108.85
1956	3.29	2.19	108.85	3.29	2.19	108.85
1957	3.49	2.32	115.38	3.49	2.32	115.38
1958	3.70	2.46	122.30	3.70	2.46	122.30
1959	3.70	2.46	122.30	3.70	2.46	122.30
<u>MEBA - Engineer Officers</u>						
1947	\$1.60	\$ -	\$ 35.00	\$1.60	\$ -	\$ 35.00
1948	1.70	-	37.40	1.71	-	37.40
1949	1.74	-	45.30	1.71	-	44.20
1950	1.74	-	45.30	1.75	-	45.30
1951	1.85	-	48.19	1.86	-	48.19
1952	2.95	1.97	97.80	1.96	-	98.24
1953	3.10	2.07	102.69	3.10	2.07	102.69
1954	3.29	2.19	108.85	3.29	2.19	108.85
1955	3.29	2.19	108.85	3.29	2.19	108.85
1956	3.29	2.19	108.85	3.29	2.19	108.85
1957	3.49	2.32	115.38	3.49	2.32	115.38
1958	3.70	2.46	122.30	3.70	2.46	122.30
1959	3.70	2.46	122.30	3.70	2.46	122.30
<u>ARA - Radio Officers</u>						
1947	\$1.50	\$ -	\$ -	\$1.50	\$ -	\$ -
1948	1.69	-	-	1.65	-	-
1949	1.74	-	-	1.70	-	-
1950	1.74	-	-	1.75	-	-
1951	1.85	-	-	1.86	-	-
1952	1.95	-	-	1.96	-	-
1953	3.10	2.07	-	1.96	-	-
1954	3.29	2.19	-	3.29	2.19	-
1955	3.29	2.19	-	3.29	2.19	-
1956	3.29	2.19	-	3.29	2.19	-
1957	3.49	2.32	-	3.49	2.32	-
1958	3.70	2.46	-	3.70	2.46	-
1959	3.70	2.46	-	3.70	2.46	-
<u>ROU - Radio Officers</u>				<u>MSOAP - Staff Officers</u>		
1947	\$1.60	\$ -	\$ -	\$1.25	\$ -	\$ -
1948	1.70	-	-	1.60	-	-
1949	1.74	-	-	1.60	-	-
1950	1.74	-	-	1.75	-	-
1951	1.85	-	-	1.86	-	-
1952	2.95	1.97	-	2.95	1.97	-
1953	3.10	2.07	-	2.95	1.97	-
1954	3.29	2.19	-	3.29	2.19	-
1955	3.29	2.19	-	3.29	2.19	-
1956	3.29	2.19	-	3.29	2.19	-
1957	3.49	2.32	-	3.49	2.32	-
1958	3.70	2.46	-	3.70	2.46	-
1959	3.70	2.46	-	3.70	2.46	-

* In addition to the basic monthly wages, a stipulated sum in lieu of overtime is paid to each Master, licensed Deck Officer, Chief Engineer and to each assistant Engineer who does not stand watch and whose normal hours of work at sea are 40 hours per week.

HOURLY OVERTIME, PENALTY TIME AND NON-WATCHSTANDERS PAY RATES
AS OF JANUARY 1--Continued

Year	Atlantic & Gulf Coasts			Pacific Coast		
	Overtime Rate	Penalty Rate	Non-Watchstanders* Pay Rate	Overtime Rate	Penalty Rate	Non-Watchstanders* Pay Rate
<u>SOA</u> - Staff Officers						
1947	\$1.60	\$ -	-	-	-	-
1948	1.60	-	-	-	-	-
1949	1.70	-	-	-	-	-
1950	1.70	-	-	-	-	-
1951	1.85	-	-	-	-	-
1952	2.95	1.97	-	-	-	-
1953	3.10	2.07	-	-	-	-
1954	3.10	2.07	-	-	-	-
1955	3.29	2.19	-	-	-	-
1956	3.29	2.19	-	-	-	-
1957	3.49	2.32	-	-	-	-
1958	3.70	2.46	-	-	-	-
1959	3.70	2.46	-	-	-	-

* In addition to the basic monthly wages, a stipulated sum in lieu of overtime is paid to each Master, Licensed Deck Officer, Chief Engineer and to each assistant Engineer who does not stand watch and whose normal hours of work at sea are 40 hours per week.

Note: MMP - National Organization of Masters, Mates and Pilots of America

MEBA - National Marine Engineers' Beneficial Association

ARA - American Radio Association

RCU - Radio Officers' Union of the Commercial Telegraphers Union

MSOOAP - Marine Staff Officers, Office and Allied Personnel, SIUNA - Pacific District

SOA - Staff Officers' Association of America

Source: Collective Bargaining Agreements.

SEAFARING WAGES AND OVERTIME, 1918-1958¹

Year	Monthly Basic Wage	Basic Hourly Rate	Regular Overtime Rate	Penalty Overtime Rate
1918	\$ 75.00	\$.33	\$.60	None
1920	90.00	.40	.60	None
1935	57.00	.25	.60	None
1937	72.50	.32	.70	None
1941	90.00	.44	.85	None
1945	145.00	.64	.90	None
1946	162.50	.89	1.00	None
1950	248.50	1.28	1.22	None
1951				
SUP	288.00	1.66	2.35	\$1.63
NMU	262.89	1.52	1.29	None
1952				
SUP	302.40	1.75	2.47	1.71
NMU	302.32	1.75	1.63	None
1953				
SUP	302.00	1.74	2.47	1.71
NMU	314.41	1.82	1.94	None
1954				
SUP	302.00	1.74	2.47	1.71
NMU	314.41	1.82	1.94	None
1955				
SUP	423.00	2.44	2.65	None
NMU	314.41	1.82	1.94	None
1956				
SUP	453.00	2.61	2.81	None
NMU	353.27	2.04	2.06	None
1957				
SUP	478.00	2.76	2.98	None
NMU	353.27	2.04	2.18	None
1958				
SUP	478.00	2.76	2.98	None
NMU	353.27	2.04	2.18	None

¹/ For able bodied seamen.

Note: SUP - Sailors Union of the Pacific

NMU - National Maritime Union of North America

Source: U.S. Archives, Maritime Administration records and Seafaring Union Agreements.

TABLE I.--MONTHLY BASE WAGES OF LICENSED DECK DEPARTMENT PERSONNEL
IN EFFECT ON CLASS "B" AND CLASS "C" UNITED STATES GOVERNMENT AND PRIVATELY OWNED FREIGHT SHIPS
FOR SPECIFIED PERIODS FROM 1918 TO 1958

Effective Dates	Master		First Officer (First Mate)		Second Officer (Second Mate)		Third Officer (Third Mate)		Fourth Officer* (Fourth Mate)	
	Class B	Class C	Class B	Class C	Class B	Class C	Class B	Class C	Class B	Class C
May 4, 1918	\$270.00	\$260.00	\$160.00	\$155.00	\$145.00	\$140.00	\$130.00	\$125.00	\$115.00	\$
Jan. 1, 1919	337.50	325.00	200.00	193.75	181.25	175.00	162.50	156.25	143.75	
July 28, 1919	371.25	357.50	235.00	228.75	206.25	200.00	182.50	176.25	158.75	
Aug. 1, 1920	371.25	357.50	235.00	228.75	206.25	200.00	182.50	176.25	158.75	
Aug. 1, 1921	355.00	320.00	200.00	195.00	175.00	170.00	155.00	150.00	135.00	
Feb. 6, 1922	285.00	270.00	170.00	165.00	150.00	145.00	130.00	130.00	115.00	
July 1, 1923	305.00	290.00	190.00	185.00	170.00	165.00	150.00	150.00	135.00	
July 1, 1925	305.00	290.00	190.00	185.00	170.00	165.00	150.00	150.00	135.00	
July 1, 1926	305.00	290.00	190.00	185.00	170.00	165.00	150.00	150.00	135.00	
July 1, 1927	305.00	290.00	190.00	185.00	170.00	165.00	150.00	150.00	135.00	
July 1, 1933	274.50	261.00	171.00	166.50	153.00	148.50	135.00	135.00	121.50	
Nov. 1, 1935	1/	280.00	180.00	175.00	1/	150.00	150.00	142.00	1/	
Nov. 1, 1937	345.00	315.00	205.00	190.00	175.00	165.00	160.00	150.00	140.00	
June 1, 1939	345.00	335.00	205.00	190.00	1/	175.00	1/	162.00	1/	
June 1, 1940	340.00	330.00	205.00	190.00	1/	170.00	1/	150.00	1/	
Apr. 1, 1942	345.00	335.00	266.00	230.00	1/	201.25	195.50	184.00	1/	
Apr. 1, 1943	1/	335.00	266.00	244.00	1/	210.00	195.50	192.00	1/	
June 1, 1944	440.00	415.00	266.00	254.00	232.00	220.00	214.00	202.00	197.00	185.00
Oct. 1, 1945	485.00	460.00	311.00	299.00	277.00	265.00	259.00	247.00	242.00	230.00
Jan. 4, 1946	530.00	505.00	326.00	314.00	287.00	275.00	264.00	252.00	1/	230.00
Oct. 26, 1946 (Both Coasts)	610.00	581.00	375.00	361.00	330.00	316.00	304.00	290.00	278.00	265.00
June 15, 1947 (Pacific)	640.50	610.05	393.75	379.05	346.50	331.80	319.20	304.50	291.90	278.25
Oct. 1, 1947 (Atlantic & Gulf)	640.50	610.05	393.75	379.05	346.50	331.80	319.20	304.50	291.90	278.25
Mar. 15, 1948 (Atlantic & Gulf)	680.85	648.48	418.56	402.93	368.33	352.70	339.31	323.68	310.29	295.78
Mar. 30, 1948 (Pacific Coast)	685.33	652.75	421.31	405.58	370.75	355.03	341.54	325.81	312.33	295.78
Oct. 1, 1948 (Atlantic & Gulf)	721.70	687.39	443.67	427.11	390.43	373.86	359.67	343.10	328.91	313.53
Oct. 1, 1948 (Pacific)	721.65	687.35	443.64	427.08	390.40	373.85	359.64	343.08	328.88	313.53
Apr. 1, 1949 (Atlantic & Gulf)	732.96	698.11	450.59	433.77	396.52	379.69	365.28	348.45	334.04	318.42
June 1949 (Pacific)	732.91	698.07	450.56	433.74	396.49	379.68	365.25	348.43	334.01	318.40
Apr. 21, 1950 (Atlantic & Gulf)	732.96	698.11	450.59	433.77	396.62	379.69	365.28	348.45	334.01	318.42
Sept. 1950 (Pacific Coast)	787.50	750.50	487.50	469.50	430.00	412.00	396.50	378.50	363.30	346.69
Oct. 21, 1950 (Atlantic & Gulf)	787.70	750.63	487.32	469.42	429.80	411.89	396.56	378.66	363.33	346.71
Oct. 1, 1951 (Atl. & Gulf & Pac.)	833.00	794.00	515.50	496.50	454.50	435.50	419.00	400.00	384.00	366.00
Oct. 1, 1952 (Atlantic & Gulf)	957.75	912.90	592.69	570.85	522.56	500.71	481.75	459.90	441.92	420.81
Oct. 1, 1952 (Pacific)	874.65	833.70	541.28	521.33	477.23	457.28	439.95	420.00	403.20	384.30
Mar. 1, 1953 (Pacific)	957.75	912.90	592.90	571.15	522.92	501.16	482.49	460.72	442.04	421.85
July 28, 1953 (Atlantic & Gulf)	1015.22	967.67	628.25	605.10	553.91	530.75	510.66	487.49	467.99	446.06
Oct. 1, 1953 (Pacific)	1015.22	967.67	628.47	605.42	554.30	531.23	511.44	488.36	468.56	447.16
June 16, 1956 (Atlantic & Gulf)	1092.91	1042.61	670.14	645.60	591.34	566.79	545.50	520.94	500.27	477.02
June 16, 1956 (Pacific)	1092.91	1042.51	670.38	645.94	591.76	567.30	546.32	521.86	500.87	478.19
June 16, 1957 (Atlantic & Gulf)	1158.49	1105.06	710.35	684.34	626.82	600.80	578.23	552.20	530.29	505.64
June 16, 1957 (Pacific)	1158.48	1105.06	710.60	684.70	627.27	601.34	579.10	553.17	530.92	506.88

Note: Ships are classed according to "Power Tonnage", which is Gross Tonnage plus Indicated Horsepower, as shown in "List of Merchant Vessels of the United States" published by the U.S. Treasury Department, Bureau of Customs.

Power Tonnages of Class "B" and "C" ships are as follows:

Class	Single Screw	Twin Screw
B	12,001 to 20,000	9,001 to 15,000
C	7,501 to 12,000	5,501 to 9,000

1/ Wage data for period not available.

* This rating not carried regularly on Class "C" freight ships.

Source: U.S. Maritime Administration records; Annual Report of Commission of Navigation, Department of Commerce; Collective Bargaining Agreements.

TABLE II.--MONTHLY BASE WAGES OF LICENSED ENGINE DEPARTMENT PERSONNEL
IN EFFECT ON CLASS "B" AND CLASS "C" UNITED STATES GOVERNMENT AND PRIVATELY OWNED FREIGHT SHIPS
FOR SPECIFIED PERIODS FROM 1918 TO 1958

Effective Dates	Chief Engineer		First Assistant Engineer		Second Assistant Engineer		Third Assistant Engineer		Fourth Assistant* Engineer	
	Class B	Class C	Class B	Class C	Class B	Class C	Class B	Class C	Class B	Class C
May 1918	\$215.00	\$200.00	\$160.00	\$155.00	\$145.00	\$140.00	\$130.00	\$125.00	\$ -	\$ -
Jan. 1, 1919	268.75	250.00	200.00	193.75	181.25	175.00	162.50	156.25	-	-
July 30, 1919	346.25	332.50	235.00	228.75	206.25	200.00	182.50	176.25	-	-
Nov. 1, 1920	346.25	332.50	235.00	228.75	206.25	200.00	182.50	176.25	-	-
May 1, 1921	295.00	285.00	200.00	195.00	175.00	170.00	155.00	150.00	-	-
Feb. 6, 1922	250.00	240.00	170.00	165.00	150.00	145.00	130.00	130.00	-	-
July 1, 1923	270.00	260.00	190.00	185.00	170.00	165.00	150.00	150.00	-	-
July 1, 1927	270.00	260.00	190.00	185.00	170.00	165.00	150.00	150.00	-	-
July 1, 1933	243.00	234.00	171.00	166.50	153.00	148.50	135.00	135.00	-	-
Nov. 1, 1935	1/	250.00	180.00	175.00	1/	156.00	150.00	142.00	-	-
June 1, 1936	295.00	285.00	180.00	175.00	155.00	150.00	140.00	135.00	-	-
Nov. 1, 1937	310.00	300.00	205.00	193.75	175.00	165.00	160.00	150.00	-	-
June 1944	396.00	384.00	266.00	254.00	232.00	220.00	214.00	202.00	-	-
Oct. 1, 1945	441.00	429.00	311.00	299.00	277.00	265.00	259.00	247.00	-	-
Jan. 4, 1946	481.00	469.00	326.00	314.00	287.00	275.00	264.00	252.00	-	-
Oct. & Nov. 1946 (Atl. & Gulf & Pac.)	553.00	539.00	375.00	361.00	330.00	316.00	304.00	290.00	278.00	265.00
June 1947 (Both Coasts)	580.65	565.95	393.75	379.05	346.50	331.80	319.20	304.50	291.90	278.25
Dec. 15, 1947 (Atlantic & Gulf)	617.23	601.60	418.56	402.93	368.33	352.70	339.31	323.68	310.29	295.78
Dec. 16, 1947 (Pacific Coast)	621.30	605.57	421.31	405.58	370.75	355.03	341.54	325.81	312.33	297.73
July 16, 1948 (Atlantic & Gulf)	654.26	637.70	443.67	427.11	390.43	373.86	359.67	343.10	328.91	313.53
Oct. 28, 1948 (Pacific)	654.23	637.37	443.64	427.08	390.40	373.85	359.64	343.08	328.88	313.51
Dec. 15, 1948 (Atlantic & Gulf)	664.47	647.65	450.59	433.77	396.52	379.69	365.28	348.45	334.04	318.42
June 15, 1949 (Pacific)	664.44	647.31	450.56	433.74	396.49	379.68	365.25	348.43	334.01	318.40
June 16, 1949 (Atlantic & Gulf)	664.47	647.65	450.59	433.77	396.52	379.69	365.28	348.45	334.04	318.42
Sept. 30, 1950 (Pacific)	714.81	696.59	487.28	469.40	429.76	411.88	396.53	378.64	363.30	346.69
Oct. 15, 1950 (Atlantic & Gulf)	714.84	696.95	487.32	469.42	429.80	411.89	396.56	378.66	363.33	346.71
June 16, 1951 (Atlantic & Gulf)	739.71	721.19	504.27	485.75	444.71	426.21	410.36	391.83	375.94	358.75
June 16, 1951 (Pacific)	739.67	720.82	504.23	485.73	444.75	426.22	410.32	391.81	384.47	366.90
July 15, 1951 (Pacific)	756.47	737.19	515.68	496.76	454.85	435.90	419.64	400.71	384.51	366.92
July 15, 1951 (Atlantic & Gulf)	756.51	737.57	515.72	496.78	454.81	435.89	419.68	400.73	384.47	366.90
June 16, 1952 (Both Coasts)	869.80	848.02	592.95	571.17	522.96	501.18	482.53	460.74	442.09	421.87
June 16, 1953 (Atlantic & Gulf)	921.99	898.90	628.53	605.44	554.34	531.25	511.38	488.38	468.62	447.18
June 16, 1953 (Pacific)	921.94	898.43	628.47	605.42	554.30	531.23	511.44	488.36	468.56	447.16
June 16, 1956 (Atlantic & Gulf)	993.21	968.73	670.44	645.96	591.80	567.32	546.37	521.88	500.93	478.21
June 16, 1956 (Pacific)	993.16	968.74	670.38	645.94	591.76	567.30	546.32	521.86	500.87	478.19
June 16, 1957 (Atlantic & Gulf)	1052.80	1026.85	710.67	684.72	627.31	601.36	579.15	553.19	530.99	506.90
June 16, 1957 (Pacific)	1052.75	1026.33	710.60	684.70	627.27	601.34	579.10	553.17	530.92	506.88
1958 No Changes										

Note: Ships are classed according to "Power Tonnage" which is Gross Tonnage plus indicated horsepower, as shown in "List of Merchant Vessels of the United States" published by the U.S. Treasury Department, Bureau of Customs.

Power Tonnages of Class "B" and "C" ships are as follows:

Class	Single Screw	Twin Screw
B	12,001 to 20,000	9,001 to 15,000
C	7,501 to 12,000	5,501 to 9,000

1/ Wage data for period not available.

* This rating not carried regularly.

Source: U.S. Maritime Administration records; Annual Report of Commission of Navigation, Department of Commerce; Collective Bargaining Agreements.

TABLE III.--MONTHLY BASE WAGES OF LICENSED RADIO OFFICER ON FREIGHT SHIPS
FOR SPECIFIED PERIODS FROM 1919 TO 1958

<u>Effective Date</u>	<u>Privately Owned</u>	<u>Government Owned</u>
Jan. 1, 1919	1/	\$110.00
Aug. 1, 1919	1/	125.00
June 16, 1921	1/	107.00
Feb. 6, 1922	1/	90.00
July 1, 1923	1/	1/
Jan. 1, 1930	\$100.00	105.00
Jan. 1, 1931	100.00	105.00
Jan. 1, 1932	96.00	103.00
Jan. 1, 1933	91.00	94.00
Jan. 1, 1934	89.00	90.00
Jan. 1, 1935	97.00	89.00
Jan. 1, 1936	108.00	99.00
Jan. 1, 1937	117.00	101.00
Jan. 1, 1938	128.00	126.00
Jan. 1, 1939	132.00	121.00
Jan. 1, 1940	130.00	125.00
Jan. 1, 1941	139.00	127.00
Jan. 1, 1942	172.50	172.50
Oct. 1, 1945	217.50	217.50

<u>Effective Date</u>	<u>A.R.A.</u> (Pacific Coast)	<u>A.R.A.</u> (Atlantic & Gulf Coast)	<u>R.O.U.</u> (Atlantic & Gulf Coast)
Oct. 1, 1946	\$254.00	\$ -	\$254.00
Jan. 1, 1947	269.24	269.24	-
Apr. 1, 1947	-	-	269.24
June 16, 1947	-	282.70	282.70
June 19, 1947	282.70	-	-
Dec. 15, 1947	-	300.51	-
Dec. 16, 1947	294.01	-	-
Mar. 10, 1948	-	-	300.51
July 16, 1948	-	318.54	-
Aug. 16, 1948	-	-	318.54
Dec. 3, 1948	323.41	-	-
Dec. 15, 1948	-	323.51	-
July 1, 1949	-	-	323.51
Sept. 30, 1950	352.02	-	-
Oct. 15, 1950	-	352.13	-
Oct. 21, 1950	-	-	352.13
June 16, 1951	364.26	364.38	-
July 15, 1951	372.54	372.66	-
Sept. 1, 1951	411.52	411.66	-
Oct. 1, 1951	-	-	411.66
June 16, 1952	473.31	473.31	-
Aug. 27, 1952	-	-	473.31
June 16, 1953	501.53	501.71	-
Jan. 1, 1954	-	-	501.71
June 16, 1956	536.83	536.83	536.83
June 16, 1957	569.04	569.04	569.04
June 16, 1958	664.04	664.04	-
Oct. 1, 1958	-	-	664.04

1/ Wage data for period not available.

LEGEND:

A.R.A. - American Radio Association (CIO) formerly American Communication Association.

R.O.U. - Radio Officers Union of Commercial Telegraphers Union (A.F. of L.)

Note: Rates shown are for freight ships manned with one radio officer.

No information is available on wages for the period 1924 - 1929. Wages from 1930-1941 are averages taken from Annual Reports of Commission of Navigation, United States Department of Commerce. From 1942 to 1952 wages are the same for Operators on privately owned and Government owned ships.

Source: U.S. Maritime Administration Records; Annual Reports of the Commission of Navigation, United States Department of Commerce; U.S. Archives; Collective Bargaining Agreements.

TABLE IV.--MONTHLY BASE WAGES OF UNLICENSED DECK DEPARTMENT PERSONNEL
IN EFFECT ON UNITED STATES GOVERNMENT AND PRIVATELY OWNED FREIGHT SHIPS (10,000 GROSS TONS AND
UNDER) FROM 1918 TO 1958

Effective Date	DECK DEPARTMENT							
	Boatswain		Carpenter		Seaman (AB)		Seaman (OS)	
	Private	Government	Private	Government	Private	Government	Private	Government
May 4, 1918	1/	\$ 85.00	1/	\$ 90.00	\$ 75.00	\$ 75.00	1/	\$ 55.00
July 28, 1919	1/	95.00	1/	100.00	85.00	85.00	1/	65.00
May 1, 1920	1/	85.00	1/	100.00	85.00	90.00	1/	65.00
May 1, 1921	1/	80.00	1/	85.00	72.50	72.50	1/	52.50
Jan. 1, 1922	\$ 67.50	80.00	\$71.88	85.00	58.12	72.50	\$ 40.14	52.50
Jan. 1, 1923	64.88	65.55	67.22	69.16	49.44	55.00	37.33	40.00
Jan. 1, 1924	74.00	75.00	78.00	80.00	60.00	63.00	45.00	48.00
Jan. 1, 1925	72.00	74.00	74.00	78.00	59.00	62.00	44.00	47.00
Jan. 1, 1926	73.00	74.00	75.00	72.00	60.00	62.00	45.00	47.00
Jan. 1, 1927	72.00	74.00	72.00	74.00	77.00	79.00	44.00	47.00
Jan. 1, 1928	73.00	75.00	76.00	79.00	60.00	62.00	45.00	47.00
Jan. 1, 1929	74.00	75.00	68.00	80.00	64.00	62.00	45.00	47.00
Jan. 1, 1930	74.00	75.00	77.00	80.00	61.00	62.00	45.00	47.00
Jan. 1, 1931	74.00	74.00	77.00	79.00	60.00	63.00	45.00	47.00
Jan. 1, 1932	69.00	74.00	73.00	76.00	56.00	61.00	41.00	46.00
Jan. 1, 1933	64.00	68.00	66.00	72.00	52.00	58.00	38.00	43.00
Jan. 1, 1934	65.00	67.00	69.00	73.00	52.00	56.00	38.00	42.00
Jan. 1, 1935	70.00	70.00	72.00	74.00	55.00	57.00	41.00	42.00
Jan. 1, 1936	73.00	68.00	76.00	73.00	60.00	58.00	44.00	41.00
Jan. 1, 1937	82.00	78.00	83.00	79.00	64.00	66.00	49.00	50.00
Nov. 1, 1937	85.00	85.00	1/	85.00	72.50	72.50	1/	55.00
Oct. 31, 1938	85.00	85.00	1/	85.00	72.50	72.50	57.00	55.00
Jan. 1, 1939	85.00	85.00	1/	85.00	72.50	72.50	56.00	55.00
Jan. 1, 1940	85.00	85.00	1/	85.00	72.50	72.50	59.00	55.00
May 1, 1940	95.00	95.00	1/	95.00	1/	1/	1/	1/
Feb. 10, 1941	102.50	102.50	1/	102.50	90.00	90.00	61.00	72.50
Jan. 1, 1942	112.50	112.50	112.50	112.50	100.00	100.00	82.50	82.50
Oct. 1, 1945	157.50	157.50	157.50	157.50	145.00	145.00	127.50	127.50
April 1, 1946	175.00	175.00	175.00	175.00	162.50	162.50	145.00	145.00

Effective Date	Boatswain			Carpenter			Utilityman or Maintenanceman			Seaman (AB)			Seaman (OS)		
	NMU	SIU	SUP	NMU	SIU	SUP	NMU	SIU	SUP	NMU	SIU	SUP	NMU	SIU	SUP
June 15, 1946	\$205.00	\$ -	\$205.00	\$205.00	\$ -	\$205.00	\$187.50	\$ -	\$187.50	\$172.50	\$ -	\$172.50	\$150.00	\$ -	\$150.00
Oct. 1, 1946	-	205.00	-	-	205.00	-	-	187.50	-	-	172.50	-	-	150.00	-
Jan. 1, 1947	217.30	217.30	-	217.30	217.30	-	198.75	198.75	-	182.85	182.85	-	159.00	159.00	-
Feb. 1, 1947	-	-	217.30	-	-	217.30	-	-	198.75	-	-	182.85	-	-	159.00
June 16, 1947	228.17	228.17	-	228.17	228.17	-	208.69	208.69	-	191.99	191.99	-	166.95	166.95	-
Oct. 1, 1947	-	-	240.00	-	-	235.00	-	-	208.69	-	-	197.50	-	-	160.00
Dec. 15, 1947	255.12	-	-	249.81	-	-	221.84	-	-	204.09	-	-	177.47	-	-
March 1, 1948	-	-	255.00	-	-	250.00	-	-	220.00	-	-	210.00	-	-	170.00
March 10, 1948	-	260.44	-	-	242.54	-	-	221.84	-	-	210.01	-	-	177.47	-
July 16, 1948	285.44	-	-	255.04	-	-	234.34	-	-	222.51	-	-	189.97	-	-
Aug. 17, 1948	-	285.44	-	-	255.04	-	-	234.34	-	-	222.51	-	-	189.97	-
Dec. 3, 1948	-	-	290.00	-	-	270.00	-	-	250.00	-	-	226.00	-	-	186.00
Dec. 15, 1948	288.94	288.94	-	258.54	258.54	-	237.84	237.84	-	226.01	226.01	-	193.47	193.47	-
June 15, 1949	-	288.94	-	-	258.54	-	-	237.84	-	-	-	-	-	-	-
June 16, 1949	288.94	-	-	258.54	-	-	237.84	-	-	226.01	226.01	-	193.47	193.47	-
Sept. 30, 1950	-	-	316.50	-	-	295.00	-	-	274.00	-	-	248.50	-	-	206.00
Oct. 15, 1950	315.35	315.35	-	283.01	283.01	-	260.99	260.99	-	248.41	248.41	-	213.79	213.79	-
June 16, 1951	326.32	-	-	292.86	-	-	270.07	-	-	257.05	-	-	221.23	-	-
July 15, 1951	333.73	-	-	299.51	-	-	276.21	-	-	262.89	-	-	226.26	-	-
Oct. 1, 1951	-	-	360.00	-	-	337.00	-	-	315.00	-	-	288.00	-	-	228.00
Nov. 1, 1951	-	333.73	-	-	299.50	-	-	276.20	-	-	262.89	-	-	226.25	-
April 27, 1952	-	-	378.00	-	-	353.85	-	-	330.75	-	-	302.40	-	-	239.40
June 16, 1952	378.00	-	-	353.85	-	-	330.75	-	-	302.32	-	-	239.40	-	-
Nov. 18, 1952	-	378.00	-	-	353.85	-	-	330.75	-	-	302.32	-	-	239.40	-
June 16, 1953	400.68	-	-	375.08	-	-	343.98	-	-	314.41	-	-	244.19	-	-
Oct. 1, 1953	-	400.68	-	-	375.08	-	-	343.98	331.00	-	314.41	302.00	-	244.19	239.00
Oct. 1, 1953 a/	-	-	447.00	-	-	386.00	-	-	-	-	-	-	-	-	-
Oct. 1, 1953 b/	-	-	378.00	-	-	354.00	-	-	-	-	-	-	-	-	-
June 16, 1956	445.92	-	-	408.18	-	-	375.22	-	-	333.27	-	-	258.84	-	-
Oct. 1, 1956	-	429.13	-	-	401.71	-	-	368.40	428.00	-	336.73	453.00	-	261.53	359.00
Oct. 1, 1956 a/	-	-	552.00	-	-	482.00	-	-	-	-	-	-	-	-	-
Oct. 1, 1956 b/	-	-	487.00	-	-	455.00	-	-	-	-	-	-	-	-	-
June 16, 1957	472.68	-	-	432.67	-	-	397.73	-	-	353.27	-	-	274.37	-	-
Oct. 1, 1957 a/	-	-	582.00	-	-	508.50	-	-	-	-	-	-	-	-	-
Oct. 1, 1957 b/	-	-	514.00	-	-	408.00	-	-	-	-	-	-	-	-	-
Oct. 1, 1957	-	-	-	-	-	-	-	-	451.50	-	-	478.00	-	-	379.00
Sept. 1, 1958	-	436.46	-	-	433.85	-	-	397.87	-	-	363.67	-	-	282.45	-

1/ Wage data for period not available.

a/ For ships of 9,001 to 15,000 Gross Tons.

b/ For ships of 9,000 Gross Tons and Under.

Source: U.S. Maritime Administration records; Annual Report of Commission of Navigation, Department of Commerce;
Collective Bargaining Agreements.

TABLE V.—MONTHLY BASE WAGES OF UNLICENSED ENGINE DEPARTMENT PERSONNEL
IN EFFECT ON UNITED STATES GOVERNMENT AND PRIVATELY OWNED FREIGHT SHIPS (10,000 GROSS TONS AND
UNDER) FROM 1918 TO 1958

ENGINE DEPARTMENT									
Effective Date		Fireman		Watertender*		Coal Passer or Wiper		Oiler	
		Private	Government	Private	Government	Private	Government	Private	Government
May 4, 1918		1/	\$ 75.00	1/	\$ 80.00	1/	\$ 65.00	1/	\$ 80.00
July 28, 1919		1/	90.00	1/	90.00	1/	1/	1/	90.00
May 1, 1920		1/	90.00	1/	95.00	1/	1/	1/	95.00
May 1, 1921		1/	75.00	1/	80.00	1/	65.00	1/	80.00
Jan. 1, 1922		\$ 62.13	75.00	\$ 66.88	80.00	\$ 54.88	65.00	\$ 66.88	80.00
Jan. 1, 1923		52.33	57.50	58.43	65.00	42.11	50.00	58.37	63.33
Jan. 1, 1924		63.00	65.00	69.00	73.00	54.00	58.00	70.00	73.00
Jan. 1, 1925		62.00	65.00	68.00	73.00	52.00	58.00	67.00	71.00
Jan. 1, 1926		62.00	66.00	69.00	72.00	53.00	58.00	69.00	72.00
Jan. 1, 1927		62.00	65.00	68.00	72.00	52.00	53.00	68.00	72.00
Jan. 1, 1928		63.00	65.00	70.00	72.00	53.00	58.00	69.00	72.00
Jan. 1, 1929		63.00	65.00	71.00	72.00	55.00	58.00	71.00	72.00
Jan. 1, 1930		64.00	66.00	70.00	72.00	55.00	58.00	70.00	72.00
Jan. 1, 1931		63.00	66.00	71.00	72.00	53.00	59.00	70.00	72.00
Jan. 1, 1932		59.00	65.00	66.00	72.00	49.00	55.00	67.00	72.00
Jan. 1, 1933		54.00	60.00	59.00	65.00	45.00	53.00	61.00	67.00
Jan. 1, 1934		55.00	57.00	61.00	62.00	45.00	50.00	61.00	62.00
Jan. 1, 1935		56.00	60.00	64.00	63.00	46.00	51.00	64.00	65.00
Jan. 1, 1936		61.00	59.00	68.00	65.00	49.00	47.00	69.00	66.00
Jan. 1, 1937		65.00	66.00	75.00	75.00	53.00	51.00	75.00	75.00
Oct. 21, 1937		-	72.50	-	82.50	-	60.00	-	82.50
Oct. 31, 1938		75.00	72.50	84.00	82.50	64.00	60.00	84.00	82.50
Jan. 1, 1939		75.00	72.50	84.00	82.50	64.00	60.00	84.00	82.50
Jan. 1, 1940		78.00	72.50	77.00	82.50	65.00	60.00	85.00	82.50
May 1, 1940		-	82.50	-	92.50	-	70.00	-	92.50
Feb. 10, 1941		89.00	90.00	89.00	100.00	68.00	77.50	89.00	100.00
Oct. 23, 1941		110.00	110.00	110.00	110.00	87.50	87.50	110.00	110.00
Oct. 1, 1945		155.00	155.00	155.00	155.00	132.50	132.50	155.00	155.00
Apr. 1, 1946		177.50	177.50	177.50	172.50	175.00	150.00	177.50	172.50
June 15, 1946		177.50	177.50	177.50	177.50	175.00	175.00	177.50	177.50

Effective Date		Fireman- Watertender*			Coal Passer or Wiper			Oiler		
		NMU	MFCW	SIU	NMU	MFCW	SIU	NMU	MFCW	SIU
Jan. 1, 1947		\$188.15	\$188.15	\$188.15	\$185.50	\$185.50	\$185.50	\$188.15	\$188.15	\$188.15
June 16, 1947		197.56	-	197.56	194.78	194.78	194.78	197.56	-	197.56
June 19, 1947		-	197.56	-	-	-	-	-	197.56	-
Dec. 15, 1947		210.01	-	-	207.05	-	-	210.01	-	-
Dec. 16, 1947		-	205.46	-	-	202.57	-	-	205.46	-
March 10, 1948		-	-	210.01	-	-	207.05	-	-	210.01
July 16, 1948		222.51	-	-	219.55	-	-	222.51	-	-
Aug. 17, 1948		-	-	222.51	-	-	219.55	-	-	222.51
Dec. 3, 1948		-	226.01	-	-	223.05	-	-	226.01	-
Dec. 15, 1948		226.01	-	226.01	223.05	-	223.05	226.01	-	226.01
Apr. 4, 1949		-	233.51	-	-	230.55	-	-	233.51	-
June 15, 1949		-	-	226.01	-	-	223.05	-	-	226.01
June 16, 1949		226.01	-	-	223.05	-	-	226.01	-	-
June 24, 1949		-	233.51	-	-	230.55	-	-	233.51	-
Sept. 30, 1950		-	248.50	-	-	245.50	-	-	248.50	-
Oct. 15, 1950		248.41	-	248.41	245.26	-	245.26	248.41	-	248.41
June 16, 1951		257.05	257.14	-	253.79	269.03	-	257.05	257.14	-
July 15, 1951		262.89	262.98	-	259.56	274.79	-	262.89	262.98	-
Nov. 1, 1951		-	-	262.89	-	-	259.55	-	-	262.89
Dec. 16, 1951		-	262.98	-	-	274.79	-	-	262.98	-
June 16, 1952		302.32	302.32	-	288.53	288.53	-	302.32	302.40	-
Nov. 18, 1952		-	-	302.32	-	-	288.53	-	-	302.32
June 16, 1953		314.41	-	-	294.30	-	-	314.41	-	-
Oct. 1, 1953		-	-	314.41	-	-	294.30	-	-	314.41
June 16, 1956		333.27	-	-	311.96	-	-	333.27	-	-
Oct. 1, 1956		-	350.50	336.73	-	336.00	315.20	-	350.50	336.73
June 16, 1957		353.27	-	-	330.68	-	-	353.27	-	-
Oct. 1, 1957		-	370.00	-	-	354.50	-	-	370.00	-
Sept. 1, 1958		-	-	363.67	-	-	340.42	-	-	363.67

1/ Wage data for period not available.

* Beginning January 1, 1947 the ratings of Fireman, Watertender and Fireman-Watertender are interchangeable.

Source: Merchant Marine Statistics, Bureau of Navigation, Department of Commerce; Collective Bargaining Agreements.

TABLE VI.—MONTHLY BASE WAGES OF STEWARDS DEPARTMENT PERSONNEL IN EFFECT ON UNITED STATES GOVERNMENT AND PRIVATELY OWNED FREIGHT SHIPS (10,000 GROSS TONS AND UNDER) FROM 1918 TO 1958

Effective Date	STEWARDS DEPARTMENT								
	Chief Steward		Chief Cook		Second Cook	Messboy		Mess Steward-Messman or Utility Man	
	Private	Government	Private	Government	Government	Private	Government	Private	Government
Dec. 30, 1918	1/	\$120.00	1/	\$100.00	-	1/	\$ 55.00	1/	\$ 60.00
May 1, 1919	1/	135.00	1/	115.00	-	1/	65.00	1/	70.00
Aug. 1, 1919	1/	130.00	1/	110.00	-	1/	70.00	1/	80.00
May 1, 1921	1/	135.00	1/	115.00	-	1/	65.00	1/	70.00
Feb. 6, 1922	1/	105.00	1/	90.00	-	1/	35.00	1/	45.00
July 1, 1923	1/	120.00	1/	100.00	-	1/	42.00	1/	52.00
Jan. 1, 1924	\$127.00	129.00	\$108.00	113.00	-	\$ 42.00	43.00	\$ 48.00	47.00
Jan. 1, 1925	131.00	130.00	111.00	109.00	-	42.00	42.00	48.00	47.00
Jan. 1, 1926	124.00	122.00	102.00	100.00	-	41.00	42.00	49.00	47.00
Jan. 1, 1927	125.00	122.00	102.00	97.00	-	41.00	42.00	47.00	48.00
Jan. 1, 1928	122.00	120.00	100.00	100.00	-	42.00	42.00	47.00	48.00
Jan. 1, 1929	122.00	121.00	100.00	100.00	-	42.00	43.00	49.00	51.00
Jan. 1, 1930	123.00	121.00	100.00	100.00	-	44.00	42.00	51.00	47.00
Jan. 1, 1931	120.00	120.00	99.00	95.00	-	43.00	43.00	48.00	47.00
Jan. 1, 1932	116.00	120.00	95.00	99.00	-	39.00	41.00	43.00	46.00
Jan. 1, 1933	111.00	116.00	92.00	111.00	-	36.00	39.00	40.00	43.00
Jan. 1, 1934	112.00	118.00	93.00	90.00	-	35.00	38.00	40.00	42.00
Jan. 1, 1935	121.00	119.00	97.00	95.00	-	36.00	39.00	41.00	43.00
Jan. 1, 1936	125.00	113.00	101.00	89.00	-	40.00	38.00	46.00	42.00
Jan. 1, 1937	128.00	119.00	102.00	99.00	-	50.00	47.00	52.00	51.00
Oct. 21, 1937	1/	120.00	1/	105.00	\$ 90.00	1/	55.00	1/	60.00
Oct. 31, 1938	133.00	120.00	111.00	105.00	90.00	56.00	55.00	62.00	60.00
Jan. 1, 1939	139.00	120.00	119.00	105.00	90.00	58.00	55.00	63.00	60.00
Jan. 1, 1940	141.00	120.00	117.00	105.00	90.00	59.00	55.00	63.00	60.00
May 1, 1940	-	130.00	-	115.00	100.00	-	-	-	70.00
Feb. 10, 1941	146.00	137.50	124.00	122.50	107.50	61.00	56.00	66.00	77.50
Oct. 23, 1941	147.50	147.50	-	132.50	117.50	-	-	-	87.50
Oct. 1, 1945	202.50	192.50	182.50	177.50	162.50	-	-	132.50	132.50
Apr. 1, 1946	202.50	210.00	182.50	195.00	180.00	-	-	132.50	150.00
June 15, 1946	220.00	220.00	205.00	205.00	185.00	-	-	150.00	150.00

Effective Date	Chief Steward			Chief Cook			Second Cook—Second Cook & Baker			Mess Steward-Messman or Utility Man		
	NMU	MCS	SIU	NMU	MCS	SIU	NMU	MCS	SIU	NMU	MCS	SIU
Jan. 1, 1947	\$233.20	\$233.20	\$233.20	\$217.30	\$217.30	\$217.30	\$196.10	\$196.10	\$196.10	\$159.00	\$159.00	\$159.00
June 16, 1947	244.96	-	244.86	228.17	-	228.17	205.91	-	205.91	166.95	-	166.95
June 19, 1947	-	244.86	-	-	228.17	-	-	205.91	-	-	166.95	-
Oct. 15, 1947	260.29	-	-	242.54	-	-	218.88	-	-	177.47	-	-
Dec. 16, 1947	-	254.65	-	-	237.30	-	-	214.15	-	-	173.63	-
Mar. 10, 1948	-	-	265.75	-	-	242.54	-	-	218.88	-	-	177.47
July 16, 1948	278.25	-	-	255.04	-	-	231.38	-	-	189.97	-	-
Aug. 17, 1948	-	-	278.25	-	-	255.04	-	-	231.38	-	-	189.97
Dec. 2, 1948	-	286.29	-	-	258.54	-	-	234.88	-	-	193.47	-
Dec. 15, 1948	281.75	-	281.75	258.54	-	258.54	234.88	-	234.88	193.47	-	193.47
Apr. 4, 1949	-	293.79	-	-	266.04	-	-	242.38	-	-	200.97	-
June 15, 1949	-	-	281.75	-	-	258.54	-	-	234.88	-	-	193.47
June 16, 1949	289.25	-	-	266.04	-	-	242.38	-	-	200.97	-	-
Sept. 30, 1950	-	312.50	-	-	283.00	-	-	258.00	-	-	214.00	-
Oct. 15, 1950	307.70	-	307.70	283.01	-	283.01	257.84	-	257.84	213.79	-	213.79
June 16, 1951	318.40	323.37	-	292.86	292.84	-	266.81	266.97	-	221.23	221.44	-
July 15, 1951	325.63	330.71	-	299.51	299.49	-	272.87	273.03	-	226.26	226.46	-
Nov. 1, 1951	-	-	325.63	-	-	299.50	-	-	272.87	-	-	226.25
June 16, 1952	368.16	-	-	340.74	-	-	312.76	-	-	237.57	-	-
Nov. 18, 1952	-	-	368.16	-	-	340.74	-	-	312.76	-	-	237.57
June 16, 1953	390.25	-	-	361.18	-	-	325.27	-	-	242.32	-	-
Mar. 16, 1953	-	347.25	-	-	314.46	-	-	286.68	-	-	237.78	-
Oct. 1, 1953	-	-	390.25	-	-	361.18	-	-	325.27	-	-	242.32
June 16, 1956	434.87	-	-	393.45	-	-	344.79	-	-	256.86	-	-
Oct. 1, 1956	-	539.00	429.13	-	506.00	392.18	-	474.00	348.36	-	359.00	259.52
June 16, 1957	460.96	-	-	417.06	-	-	365.48	-	-	272.87	-	-
Oct. 1, 1957	-	568.50	-	-	534.00	-	-	500.00	-	-	379.00	-
Sept. 1, 1958	-	-	463.46	-	-	423.55	-	-	376.23	-	-	280.28

1/ Wage data for period not available.

Note: Wages for the period 1924 to 1941 are averages.

Source: Merchant Marine Statistics, Bureau of Navigation, Department of Commerce; Collective Bargaining Agreements.

LONGSHORE MONTHLY WAGE RATE-1946-1958 FOR THE PORTS OF NEW YORK, PHILADELPHIA, AND BALTIMORE

Effective Dates	General Cargo 1/	Bulk Cargo	Wet Hides Creosotes Polae	Kerosene Gasoline Naptha 2/	Handling and Stowing in Reefer Space 3/	Explosives	Damaged Cargo 4/
10-1-46							
Straight Time	\$1.65	\$1.70	\$1.80	\$1.80	\$ -	\$3.30	\$3.30
Overtime	2.475	2.55	2.70	2.70	-	4.95	4.95
10-1-47							
Straight Time	1.75	1.80	1.90	1.90	-	3.40	3.40
Overtime	2.625	2.70	2.85	2.85	-	5.10	5.10
8-22-48							
Straight Time	1.88	1.93	2.03	2.03	-	3.76	3.76
Overtime	2.82	2.895	3.045	3.045	-	5.64	5.64
10-1-50							
Straight Time	2.00	2.05	2.15	2.15	-	4.00	4.00
Overtime	3.00	3.075	3.225	3.225	-	6.00	6.00
10-1-51							
Straight Time	2.10	2.15	2.25	2.25	-	4.20	4.20
Overtime	3.15	3.225	3.375	3.375	-	6.30	6.30
10-1-52							
Straight Time	2.27	2.32	2.42	2.42	2.47 5/	4.54	4.54
Overtime	3.405	3.48	3.63	3.63	3.705	6.81	6.81
10-1-53							
Straight Time	2.35	2.40	2.50	2.50	2.55	4.70	4.70
Overtime	3.525	3.60	3.75	3.75	3.825	7.05	7.05
10-1-54							
Straight Time	2.42	2.47	2.57	2.57	2.62	4.84	4.84
Overtime	3.63	3.705	3.855	3.855	3.93	7.26	7.26
10-1-55							
Straight Time	2.48	2.53	2.63	2.63	2.68	4.96	4.96
Overtime	3.72	3.795	3.945	3.945	4.02	7.44	7.44
10-1-56							
Straight Time	2.66	2.71	2.81	2.81	2.86	5.32	5.32
Overtime	3.99	4.065	4.215	4.215	4.29	7.98	7.98
10-1-57							
Straight Time	2.73	2.78	2.88	2.93	2.93	5.46	5.46
Overtime	4.095	4.17	4.32	4.395	4.395	8.19	8.19
10-1-58							
Straight Time	2.80	2.85	2.95	3.00	3.00	5.60	5.60
Overtime	4.20	4.275	4.425	4.50	4.50	8.40	8.40

Footnotes: 1/ Applies to general cargo of every description including barrel oil when part of general cargo.
2/ In cases or barrels.
3/ When transported at temperature of freezing or below, rate paid to entire gang.
4/ Sound cargo in separate compartments shall be handled at the regular rates.
5/ Rate approved late in December 1952 by Regional Wage Stabilization Board to be effective 11-1-52.

SHIPYARD EMPLOYMENT BY YEARS, 1947-1948 TOTAL PRODUCTION EMPLOYEES IN THOSE
MAJOR SHIPYARDS HAVING FACILITIES TO BUILD OCEANGOING SHIPS 477 FEET L.O.A. BY 66 FEET

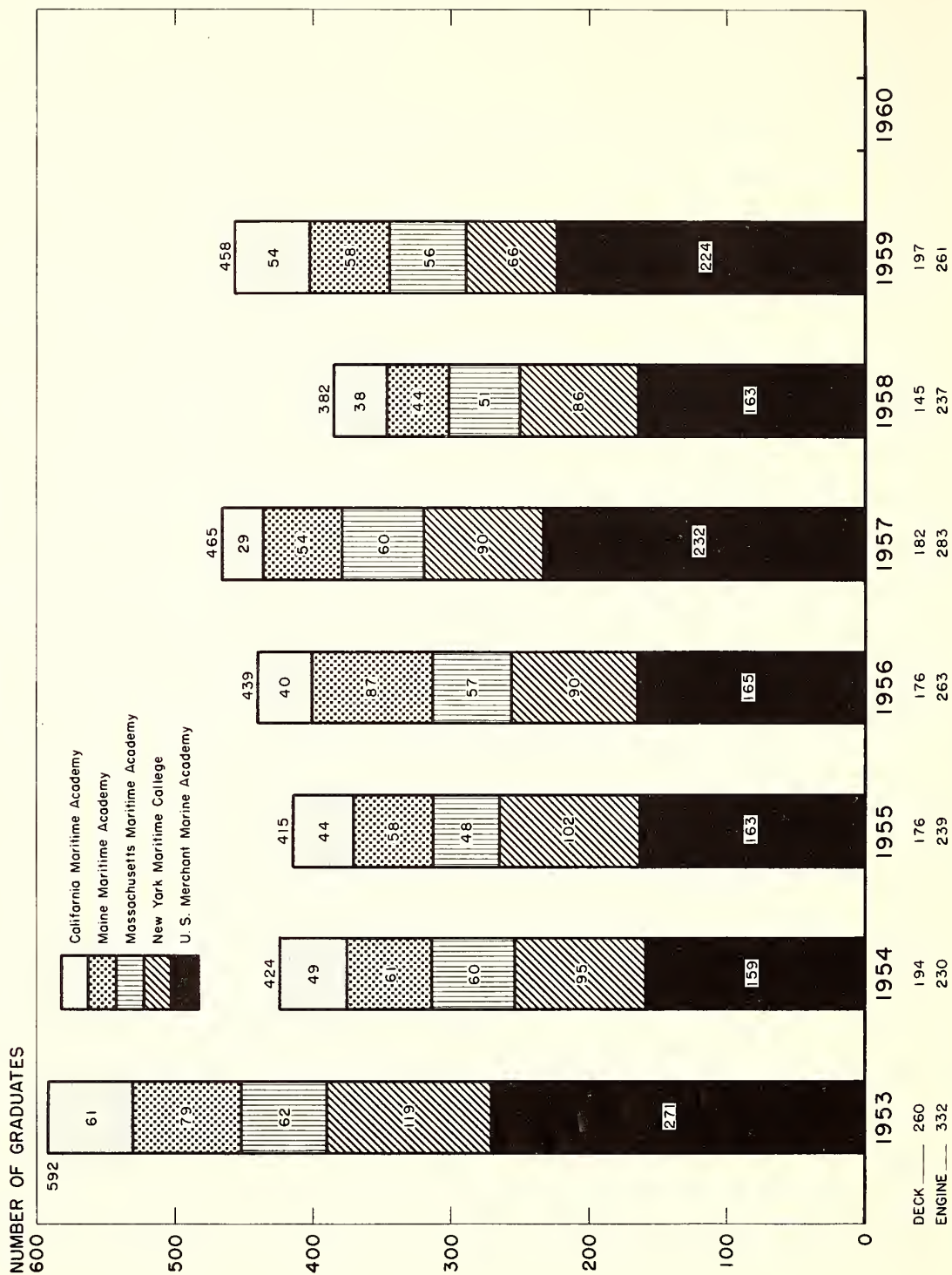
	DECEMBER 1947	DECEMBER 1948	DECEMBER 1949	DECEMBER 1950	DECEMBER 1951	DECEMBER 1952	DECEMBER 1953	DECEMBER 1954	DECEMBER 1955	DECEMBER 1956	DECEMBER 1957	DECEMBER 1958
Grand Total	46,688	43,924	33,886	31,838	42,325	57,916	49,934	39,237	35,378	47,427	53,221	51,997
Atlantic Coast	30,853	33,136	28,600	25,237	34,331	45,777	37,526	26,551	25,047	32,302	33,333	36,142
Gulf Coast	10,413	5,443	3,643	3,755	3,023	8,048	7,389	7,646	5,473	9,426	13,965	10,904
Pacific Coast	5,422	5,345	1,643	2,846	4,971	4,091	5,019	5,040	4,858	5,699	5,923	4,951

Note: Employment shown is the average for the month of December.

Source: 1947 - 1954 Shipbuilder's Council
1955 - 1957 Bureau of Labor Statistics
1958 Bureau of Ships, Department of the Navy

NUMBER OF GRADUATES FROM U. S. MERCHANT MARINE ACADEMY AND STATE MARINE SCHOOLS

BY YEARS 1953 - 1959



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